RUSS OLSON VOLUME 8A

STILLWATER DIVISION, MINNEAPOLIS & ST. PAUL SUBURBAN RAILROAD

Description

North St. Paul Railroad, St. Paul & White Bear Railroad, Minneapolis & St. Paul Suburban Railway: Track and Overhead Construction, Operations, Financial Information and Construction Costs

Sub-divisions Within This Volume

- Contents of Front Pocket
- North St Paul RR; St. Paul & White Bear RR
- Track and Overhead Construction
- Operations
- Construction Costs
- Contents of Back Pocket

CONTENTS OF
FRONT POCKET

St Paul & White Bear RR

Board of Directors

	1892	1893	1893
H. M. Byllesby	x	x	
H. C. Lewis	x	x	
Joseph Lockey	x	x	
W. S. Morton	x	x	Pres
Lane Stone	x	x	VP
Henry a. Castle			Secy
Walter Ruan			Treas

1894

Byllesby Pres.

S. B. Livermore Supt.

NORTH ST. PAUL RR

ST. PAUL & WHITE BEAR RR

NORTH ST.PAUL RAILROAD

The North St.Paul Railroad Company was incorporated in August 1889 by Walter S. Morton, James W. Jones, William H. Lightner, Lane K. Stone, all of St.Paul, and Sam R. Murray of North St.Paul. Morton was president, Jones was secretary, and Murray was treasurer. The company proposed to build from the St.Paul city limits northeasterly through North St.Paul to a connection with the Wisconsin Central Railway near White Bear Lake.

The St.Paul City Ry. built track on E. 7th St. from Duluth Ave. to Hazel Ave., completed 6-10-1890. The North St.Paul R.R. built track from a connection at that location north by northeast on private right-of-way to North St.Paul, thence on side-of-road track thru North St.Paul, probably ending at Silver Lake. A track connection with the C.St.P.M.& O. Ry. was located at Hazel Park where the two lines crossed. Apparently a run-around track was located on E. 7th St. at Newcombe St., one block east of Duluth Ave. 6.5 MILES OF TRACK.

A steam motor [redacted] and four passenger trailers (built by LaClede Car Co.) were purchased. [redacted]. Apparently some type of operation began during April 1890.

An agreement with the Wisconsin Central Ry. dated 5-1-1890 allowed a single track crossing of their main line at Charles St. in North St.Paul. A second agreement with the Wisconsin Central Ry. dated 5-27-1891 allowed two single track crossings of their spur tracks in North St.Paul. One crossing was for a N.St.P. RR freight spur track to the Beach Wagon Company.

St.PAUL & WHITE BEAR RAILROAD
and
St.PAUL & SUBURBAN RAILWAY

On March 31, 1892, the company was re-organized as the St.Paul & White Bear Railroad. Officers were Walter S. Morton, president; Henry A. Castle, secretary; and B. F. Meek, Jr., treasurer.

A contract was awarded to the Northwest Thomson-Houston Co. in April to electrify the existing steam railroad, and to construct an electric extension of the existing line to Wildwood and Mahtomedi on White Bear Lake. Work was pushed rapidly, using 48 lb. T rail, and the 10.959 mile line was completed in June 1892. An 86' x 122' brick building containing the carhouse and steam powerhouse was built at Pennsylvania St. and the right-of-way in North St.Paul. A track connection with the St.Paul & Duluth RR., which included a spur track leading to a turntable, was located at the end of the line in Mahtomedi.

Eight single end, double truck, 34 ft. closed passenger motor cars, numbered 1 thru 8, were purchased from Pullman's Palace Car Co. during 1892. Regular passenger service began July 1, 1892. As the cars were single end we don't know if the SPCR wye at E. 7th St. and Duluth Ave. was used, or if a separate wye had been built at Newcombe St. The first timetable listed 25 daily round trips (30-minute headway), one round trip requiring 80 minutes. The steam motor and passenger trailers were retained.

A crossing gate at the Wisconsin Central Ry. main line crossing in North St.Paul was licensed by the Minnesota Railroad & Warehouse Commission 8-10-1894.

During 1883 Wildwood and Mahtomedi were platted for more cottages, a park, and a Chautauqua. The Wildwood Park Association purchased Government Lot 3, Section 29, Range 21, Grant Township, April 6, 1883, from F.A. Seymour as Trustee for David Tice and D. M. Sabin. About 1885 or 1886 W.P.A. defaulted on a loan owed to William R. Merriam. Sold at a sheriff's sale to Merriam for $14,000 all holdings of the W.P.A. were deeded to the Wildwood Park Company on 3-7-1887. During 1890 it was described as a "picnic resort" with "tents of campers". The Mahtomedi Chautauqua Association was organized 7-28-1887 by J. D. Blake of Minneapolis. (Its programs continued until 1919.)

In May 1892 the W.P.C. sold 36.93 acres to the St.P&W.B. RR. The railroad acquired an additional five acres of Government Lot 3 plus a 60 ft. wide right-of-way (15 acres) 5-20-1892. The railroad was said to have built a bathhouse with laundry, bowling alley, merry-go-round, (and switchback railway?) on the five acre parcel.

The St.P.&W.B. RR. went into receivership during 1895 at which time it was listed as owning 11.5 miles of track, 8 passenger motor cars, 1 steam motor and 4 passenger trailers. The entire property, consisting of the railway line and equipment, the five acres at Wildwood including all buildings and docks, and the carhouse-powerhouse-office, freight depot and coal shed at North St.Paul, were sold at a mortgage foreclosure auction held 2-1-1896 to Emerson W. Peet and Arthur Perry. The St.Paul & Suburban Railway was incorporated in West Virginia during February 1896 (3-2-1896?) by Emerson W. Peet, Ambrose Tighe, Frank B. Kellogg, C. W. G. Withee, and C. A. Severance, all of St.Paul. Capital stock $200,000. The new corporation acquired the entire property from Peet and Perry in exchange for 374 shares of capital stock valued at $37,400.

The next item of information we have is a timetable effective 10-26-1896, which shows that service to Mahtomedi was discontinued during the winter months. The daily except Sunday schedule was as follows. (The Sunday schedule provided considerably less service.)

Northbound

Leave E. 7th St. for Harvester Works, Maryland St. and North St.Paul: 7:00, 8:15, 9:30, 10:30, 11:30 a.m., and 12:30, 1:30, 2:30, 3:30, 4:30, 5:30, 6:00, 6:40, 8:00, 10:00 and 11:45 p.m.

Leave E. 7th St. for Harvester Works and Maryland St. only: 6:40 and 7:55 a.m.

Southbound

Leave North St.Paul: 6:00, 7:25, 9:00, 10:00, 11:00, 12:00 a.m., and 1:00, 2:00, 3:00, 4:00, 5:00, 6:00, 7:00, 9:30 and 11:00 p.m.

Leave Maryland St.: 6:50 and 8:05 a.m.

Leave Harvester Works: 5:40 p.m.

Officers of the company during 1897 were Emerson W. Peet, president; William F. Peet (Minneapolis attorney), vice-president; and Ambrose Tighe, secretary and treasurer.

The financial statement for the fiscal year ended 2-1-1898 is interesting.

Receipts	
Passenger Fares	$14,500
Switching-Freight	489
Wildwood-rent	1,000
Wildwood-sundry	231
Pavilion	926
Total Receipts	$17,146
Operating Expenses	16,932
Net Profit	214
Beginning Surplus	839
Ending Surplus	$ 1,053

ST. PAUL & SUBURBAN RY.
CAPITAL STOCK ISSUED
379 SHARES $ 37,900
ACQUIRED BY MPLS. & ST. PAUL SUBURBAN RAILWAY

MINNEAPOLIS & St.PAUL SUBURBAN RAILWAY

The circumstances through which TCRT became interested in the company and how it was acquired are unknown. Personal notes of an eary TCRT official refer to "taking charge of Wildwood June 24, 1898". At the St.Paul & Suburban Ry. stockholders meeting held 7-12-1898 all existing officers and directors resigned effective 6-30-1898. The following were elected to take their places. Calvin Goodrich, president; Thomas Lowry, J. F. Calderwood, and A. Z. Levering, vice-president. It is known that Lowry held 329 shares of capital stock, Calderwood and Levering one share each. Offices were moved to those of SPCR in the Globe Building, St.Paul.

On 5-19-1899 the railway purchased five acres of Government Lot 3 from W. A. Sonmor, former president of the then bankrupt Wildwood Park Company, who was the court-appointed assignee for all the W.P.C. real estate. The railway also purchased all of of Government Lot 1 from J. B. Warren.

Presumably to improve the line's profitability an extension to Stillwater was undertaken. It also appears that in obtaining a franchise for operation in Stillwater the railway agreed to build and operate a local street railway system. Work began 5-10-1899 on a single track extension of the existing line from Willernie (1.52 miles south of Mahtomedi) to the Stillwater Union Depot, 8.42 miles. General contractor was the Nelson & McAllister Construction Co. of Minneapolis. Materials were shipped to Mahtomedi on the Northern Pacific Ry. (St.Paul & Duluth Ry.) and then hauled to the construction sites by the old steam motor.

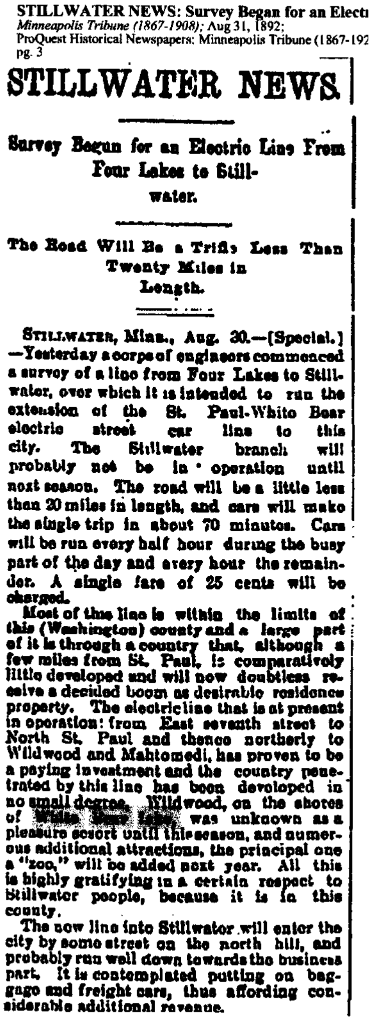
As this division was the first operation outside either the Minneapolis or St.Paul city limits, for various legal and financial reasons the Minneapolis & St.Paul Suburban Railway Co. was incorporated 6-9-1899 by Thomas Lowry, Calvin Goodrich, Martin B. Koon, Marcus D. Munn and J. F. Calderwood. As a wholly-owned subsidiary of TCRT it acquired the properties of the St.Paul & Suburban Ry. from Lowry, Goodrich, Calderwood and Levering on 9-6-1899.

On the Stillwater extension, the tunnel under the Wisconsin Central Ry. track east of Willernie was completed 7-27-1899. Track construction was completed

8-14-1899. Erection of trolley wire was completed 8-16-1899 and work cars began operating to Stillwater. The first trip over the entire line was made with the Private Car 8-21-1899. Regular service from downtown St.Paul to Stillwater began 8-23-1899. The entire line east of E. 7th St. and Duluth Ave. was single track with passing sidings. The single track ballasting standard was 10 ft. wide roadbed, 2" gravel under the crossties, with gravel between the crossties to the top of the crossties.

Construction of the local lines in Stillwater was also completed during 1899. The TCRT official's personal notes refer to the first local operation in Stillwater as taking place on 11-6-1899. The frame carhouse at Owen St. and the right-of-way was probably built at this time. Three single track lines were constructed: "Owen St.", "Wilkin St.", and "South 3rd St." which ended at Oak St. and Orleans St.

The Minneapolis & St.Paul Suburban Ry. acquired additional real estate at Wildwood in October 1901 (cost $3,800) and May 1902 (five acres, cost $1,725).



STILLWATER NEWS: Survey Began for an Electı
Minneapolis Tribune (1867-1908); Aug 31, 1892;
ProQuest Historical Newspapers: Minneapolis Tribune (1867-192
pg. 3

STILLWATER NEWS.

Survey Begun for an Electric Line From Four Lakes to Stillwater.

The Road Will Be a Trifle Less Than Twenty Miles in Length.

STILLWATER, Minn., Aug. 30.—[Special.]—Yesterday a corps of engineers commenced a survey of a line from Four Lakes to Stillwater, over which it is intended to run the extension of the St. Paul-White Bear electric street car line to this city. The Stillwater branch will probably not be in operation until next season. The road will be a little less than 20 miles in length, and cars will make the single trip in about 70 minutes. Cars will be run every half hour during the busy part of the day and every hour the remainder. A single fare of 25 cents will be charged.

Most of the line is within the limits of this (Washington) county and a large part of it is through a country that, although a few miles from St. Paul, is comparatively little developed and will now doubtless receive a decided boom as desirable residence property. The electric line that is at present in operation: from East seventh street to North St. Paul and thence northerly to Wildwood and Mahtomedi, has proven to be a paying investment and the country penetrated by this line has been developed in no small degree. Wildwood, on the shores of White Bear lake, was unknown as a pleasure resort until this season, and numerous additional attractions, the principal one a "zoo," will be added next year. All this is highly gratifying in a certain respect to Stillwater people, because it is in this county.

The new line into Stillwater will enter the city by some street on the north hill, and probably run well down towards the business part. It is contemplated putting on baggage and freight cars, thus affording considerable additional revenue.

6-15-1899 TCRT purchased the old Stillwater St. Ry. building for a powerhouse and repair shop.

NRR&WC Figures (1936 History Project)

	miles	Date
7th St to Dul. Ave to City Limits	3.299	1890
St Paul to Mahtomedi (NP Ry connection)	7.660	1892
	10.959	

"NPRy connection first used to get coal to powerhouse at Wildwood."

Directory March 1900: from E. 7th St. and White Bear Ave.

NORTH ST.PAUL RAILROAD
ST.PAUL & WHITE BEAR RAILROAD
Compiled from Minneapolis Tribune Articles

North St.Paul Railroad

2-9-1890: W. S. Morton had returned from the east where he had placed orders for rollling stock. Will at first run two steam motors of the type built by Baldwin Locomotive Works, and will be of the latest improved pattern. LaClede Car Company of St.Louis, Missouri, has received the order for the passenger cars. [This raises the question as to whether their equipment was purchased new, as this article indicates, or used from the Motor Line.]

3-1-1890: The equipment has been purchased. As soon as weather allows the frost out of the ground construction will begin.

4-28-1890: Work is being pushed. Line will probably be in operation by June 1st.

5-12-1890: SPCR will begin work next Monday on building the connecting track on E. 7th St. Work will be pushed with expedition until completed.

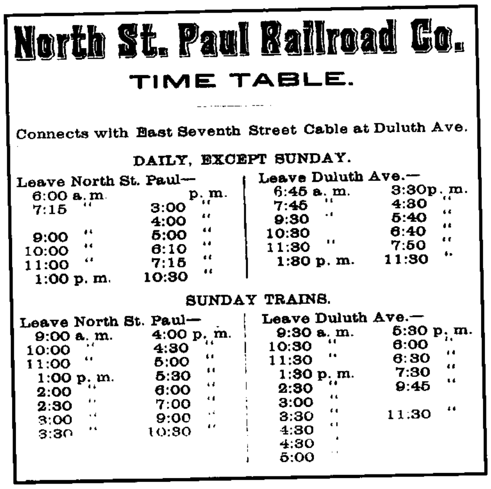
6-3-1890: Yesterday a successful trial trip was made. Expect to begin operations in two weeks.

St.Paul & White Bear Raillroad

3-30-1892 and 3-31-1892: see the article print-outs.

8-12-1894: Employees of the Twin City Rapid Transit Co. had a picnic and day of recreation at Wildwood. Two outings, one Monday, August 13th, [Minneapolis division) and one the previous week [St.Paul division]. Transported to that resort by special cars. [Probably used double-truck open cars, or cars of the 607-626 series.] Employees of the Minneapolis division that won race prizes were from: East Side Station, 31st St. Station, Bloomington Station, 19th Ave. Station, and Midway station.

7-29-1896: Employees of the mechanical and electrical departments had a picnic this day at Wildwood. This was their third annual outing. Master mechanic W. M. Brown was in charge of arrangements. TCRT furnished the transportation.



North St. Paul Railroad Co.

TIME TABLE.

1891

Connects with East Seventh Street Cable at Duluth Ave.

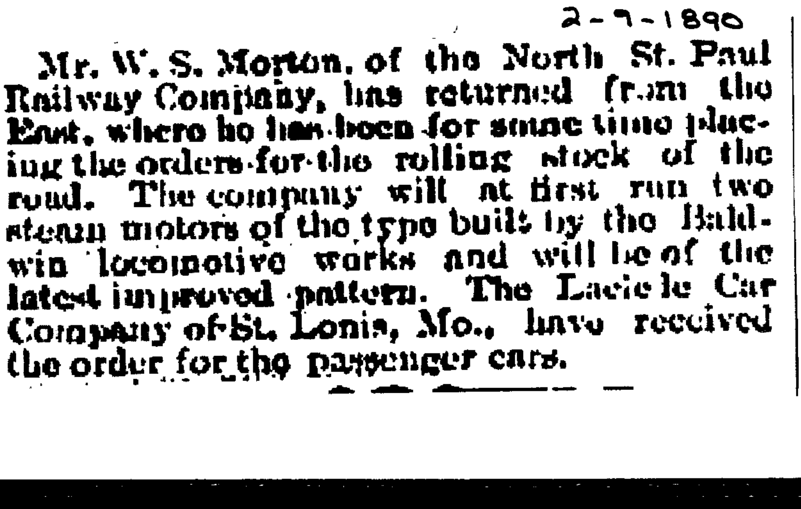
DAILY, EXCEPT SUNDAY.

Leave North St. Paul—		Leave Duluth Ave.—	
6:00 a. m.	p. m.	6:45 a. m.	3:30 p. m.
7:15 "	3:00 "	7:45 "	4:30 "
	4:00 "	9:30 "	5:40 "
9:00 "	5:00 "	10:30	6:40 "
10:00 "	6:10 "	11:30 "	7:50 "
11:00 "	7:15 "	1:30 p. m.	11:30 "
1:00 p. m.	10:30 "		

SUNDAY TRAINS.

Leave North St. Paul—		Leave Duluth Ave.—	
9:00 a. m.	4:00 p. m.	9:30 a. m.	5:30 p. m.
10:00 "	4:30 "	10:30 "	6:00 "
11:00 "	5:00 "	11:30 "	6:30 "
1:00 p. m.	5:30 "	1:30 p. m.	7:30 "
2:00 "	6:00 "	2:30 "	9:45 "
2:30 "	7:00 "	3:00 "	
3:00 "	9:00 "	3:30 "	11:30 "
3:30 "	10:30 "	4:30 "	
		4:30 "	
		5:00	

2-9-1890



Mr. W. S. Morton, of the North St. Paul Railway Company, has returned from the East, where he has been for some time placing the orders for the rolling stock of the road. The company will at first run two steam motors of the type built by the Baldwin locomotive works and will be of the latest improved pattern. The Laclede Car Company of St. Louis, Mo., have received the order for the passenger cars.

Mpls Tribune 3-30-1892

ELECTRIC LINE TO THE LAKE.

Fifteen Minute Cars to Be Running to White Bear Two Months Hence.

It was learned yesterday afternoon that the contract for the construction of the electric line from Wabasha street, via North St. Paul to White Bear lake, heretofore mentioned in the TRIBUNE, will be let this week. The East Seventh street cable line will be abandoned, and the old motor line, running from the terminus of the cable line to Silver lake, will be reconstructed into an electric line, while a new line will be built from Silver lake to White Bear lake. The line from the terminus of the cable to White Bear will be built by the North St. Paul Land Company and leased to the street railway company. Cars will run direct from Wabasha street to White Bear lake and there will be one every 15 minutes. The line will be in operation in two months. The construction of this line is regarded as an evidence that the Walter A. Woods Harvester Works will be located at Beaver lake.

Street Railway Review 5-15-1892 231

ST. PAUL'S NEW POWER HOUSE.

THE stations of the St. Paul and White Bear electric line, running out of St. Paul to a contiguous summer resort, is to be built at the corner of Pennsylvania and Lane avenues.

The building is to be of brick, 85 by 125 feet, and in the Gothic style. The floors are to be brick and hard wood. The cost will be $13.000 for the walls alone. The architect is Walter Ife.

The whole building, which will contain the offices as well, will be lighted by electricity, with stand-pipe and hose for fire protection. A repair shop is to be connected with the building, and every convenience will be added.

A feature is an octagonal smoke-stack 100 feet high, with 17-foot base, and will contain 105,000 brick.

The building will be finished about May 20, and electric light enables the construction men to work night and day.

Eight cars will be put on the line each with two 25-horse-power motors. This most popular of St. Paul's summer resorts, will receive additional boom, and vacant lots along the road are being sold at good figures.

Mpls. Tribune 3-31-1892

IT WAS A SURPRISE.

Yesterday's Publication of the New Railroad Scheme—Further Details.

The publication in the TRIBUNE of yesterday of the fact that the contract for the construction of an electric line to White Bear lake will be let this week, and that the road will be in operation in two months, was a genuine surprise to the public. The contract was signed yesterday, and the Northwestern Thompson-Houston Electric Company gets it. The road will have a fully ballasted roadbed, and will be laid with 50-pound steel rails. It will be so constructed that the present steam motors used between East St. Paul and North St. Paul can handle freight cars on the line. The electric plant will be at North St. Paul. The time between the city and Mahtomedi will be 40 minutes. The motors are to be of high speed, and the cars, which are to be built at Pullman, will be the finest and most expensive built for electric roads. Stone & Morton who are to construct the line, say that for the present it will be necessary to transfer to their line from the East Seventh street cable, but as soon as the Street Railway Company abandons the cable and substitutes electricity, cars will run through direct to Wabasha street. The new road will serve as a belt line, for it will connect with the Milwaukee, the Burlington, the Omaha, the Duluth, the "Soo" and the Wisconsin Central. The line will be, with a single exception, the largest electric line in the country. Cars will be running by June 15.

As stated yesterday, this move is almost a certain indication that the new harvester works will be located at Beaver Lake, which is on the line of the road.

Street Railway Review 9-15-1892

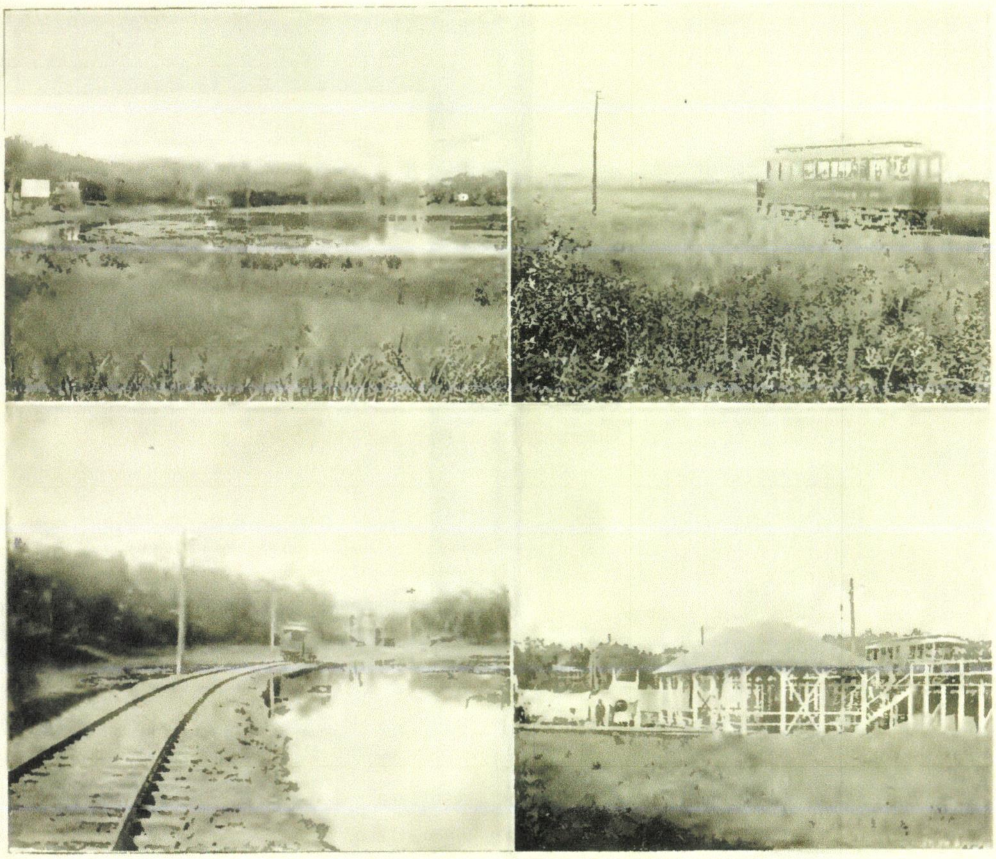
ST. PAUL WHITE BEAR INTERURBAN.

THERE recently occurred the formal opening of what promises to be one of the most important pleasure lines in the country. The line referred to is the St. Paul and White Bear Electric Railway, which runs 10 miles north of St. Paul, Minnesota, to the White Bear Lake, around the shores of which body of water not long ago a pathless forest held indisputable sway, and upon whose bosom only the wild duck and the still wilder redman caused a ripple.

The trial trip was made by about 75 distinguished strangers and well known citizens of the Saintly City, who, at the request of the management, left the East seventh street power house, the city terminus of the electric line, where the new palace cars received them. The run to North St. Paul was made over the tracks of the North St. Paul motor line. The road, after leaving East Seventh Street passes on through the suburb of Hazel Park. Further on, the Wood harvester works are reached, where a great industry bids fair to raise another suburb. Beyond, the eye can reach the poor farm, the suburb of Gladstone, with its railroad shops, Lake Phelan and other parts of the city. It is 15 minute's ride to North St. Paul, the thriving little manufacturing town which has literally sprung up in a day. Further on, through Castle, on the shores of beautiful Silver Lake, along the strands of several lovely little ponds and the famous Four Lakes, when, after a long descent, the beautiful expanse of the largest comes suddenly to view and White Bear is reached.

From a wild forest the grounds secured by the Company have been transformed into the lovliest of pleasure resorts. The forests have been tamed into groves, and instead of the White Bear other white animals disport in the water. These grounds secure a view from White Bear beach to Wildwood. The lake itself is three miles long and two miles wide, with an island and two peninsulas. On its shores are several large hotels, two villages, White Bear and Wabtomeda, and many costly villas. Eight or ten steam yachts plow its bosom, besides 50 or more sailing yachts and hundreds of boats belonging to private parties and the boat club.

Wildwood beach, on the eastern shore of the lake, is the terminus of the electric line, and here the company has exerted all its skill. Here is a pavilion, a building 80 by 250 feet, of Moorish design, with dancing hall, refreshment room, restaurant, cloak and toilet rooms, and

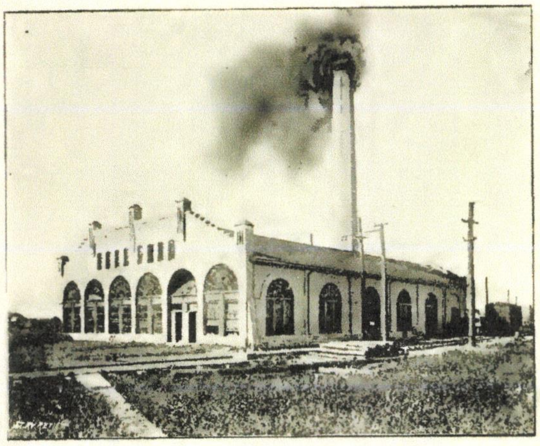


SCENES ALONG THE ROUTE FROM ST. PAUL TO WHITE BEAR.

moveable sides, so that the entire place may be made a covered addition to all out-doors when necessary. Picnic grounds, supplied with tables and swings, hammocks and chairs, add to the attractions. Two unique water toboggan slides, 65 bath houses. zoological rarities, musical novelties and artistic exhibits complete the list.

The entire outfit is owned by the company and managed by Frank J. Pilling, and members of the departments, who report to him. All privileges are held by the company and return from $50 to $200 per day. No intoxicants are sold. From 500 to 1.000 people are usually transported daily, but the traffic very often exceeds the accommodations and steam cars are run extra. Designs are now being made for double tracks.

The road itself is 10.8 miles long, to be exact, from the Seventh Street Cable to the Lake. The rail is Illinois Steel Company's 50-pound T, laid on ties 22 inches from center to center, balanced with gravel and strong enough for steam cars and freight. The wire is high enough to allow the brakemen to stand upright on the highest cars. The power house, located about the middle of the line. at North St. Paul. is of Chaska brick, 84 by 128 feet. Babcock-Wilcox boilers are used. two in number, of 100 horse-power each. Two multipolar 80 Thomson-Houston generators are driven by two 100-horse-power, non-condensing Ideal engines. The offices of the company are in the building.



POWER HOUSE.

The rolling stock consists of five 28-foot, La Clede cars, mounted on McGuire trucks, with two 25-horse-power motors per car.

The entire run is made in 40 minutes, and for the first 21 days of operation, 21,000 were carried.

The work commenced by the North West Thomson-Houston Company, clearing for road bed, power house and grading, April 28, and the first car run was July 1, which was very speedy work, considering that Minnesota was blessed with 27 rainy days in May.

The officers of the Company are: Walter S. Morton, president and general manager; Henry A. Castle, secretary; Walter Ruan, treasurer: Superintendant, John Murphy.

Street Railway Journal, April 1896

From a list of electric railways in receivership:
St.Paul & White Bear Railroad
Funded and floating debt $215,000
Length of line 11.5 miles
Number of cars 13
Receiver F. A. G. Moe

St. Paul & Suburban Railway Co.—This company is being reorganized, having acquired the property of the St. Paul & White Bear Ry. Co., which was sold by foreclosure of mortgage. The company's lines extend from St. Paul through North St. Paul to Wildwood, a summer resort owned by the company on White Bear Lake, and to Mahtomedi, a summer residence suburb, also on White Bear Lake. The company has a 50 year franchise from the city of St. Paul and owns its right of way outside of the city. The company does a large excursion and picnic business in the summer to Wildwood, which is five acres in area and is fitted up with a large, handsome casino, skating rink, roller coaster, bath houses, etc.

Capital Stock, authorized and issued, $37,900.

Funded Debt.—None.

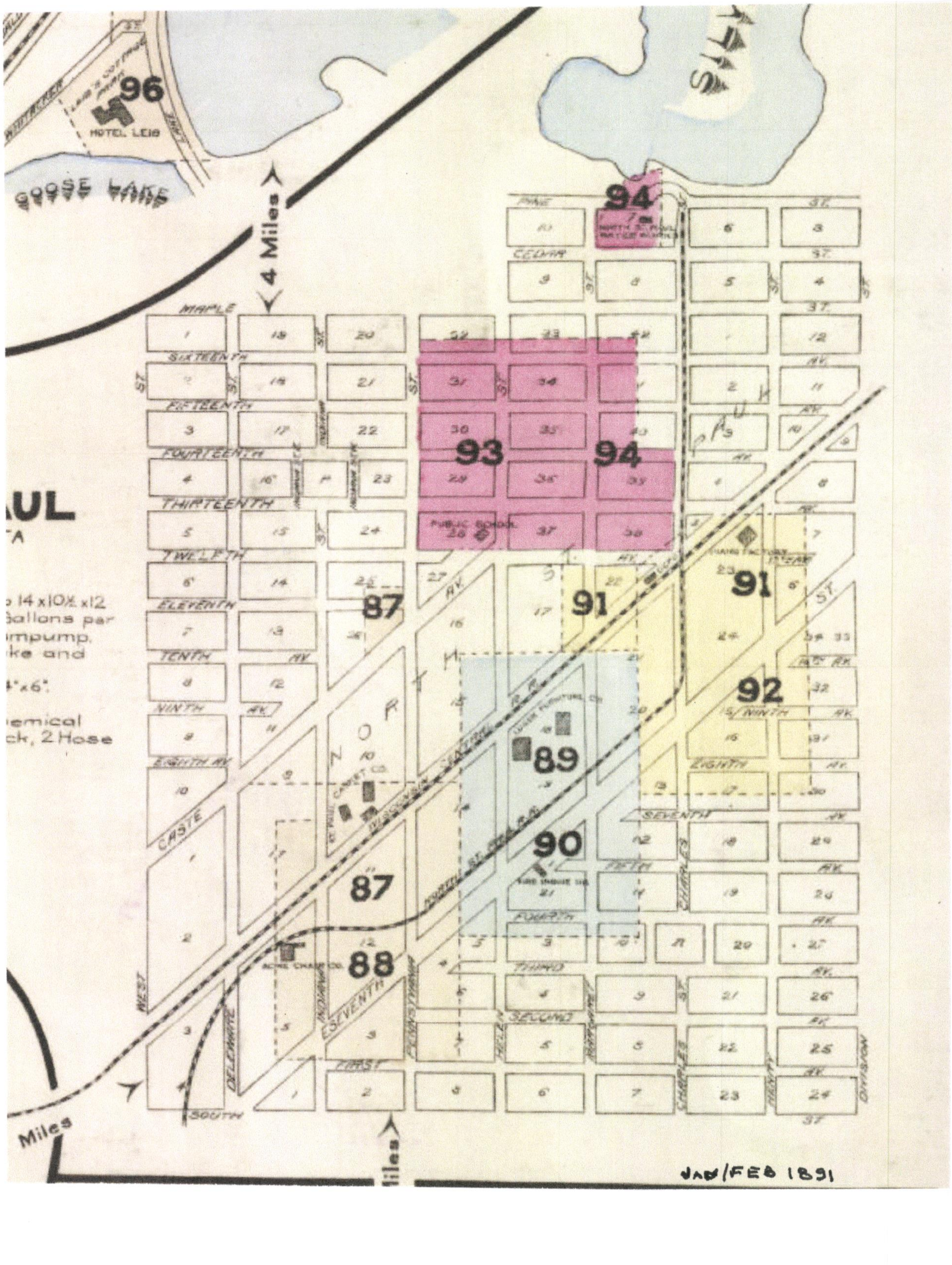
Plant and Equipment.—Miles of track (electric), 10.59; gauge, 4 ft. 8½ in.; 50 lb. T rail; 13 cars, of which 9 are motor cars and 4 steam trail cars, 2 Baldwin locomotives; Ideal engines, 184 H. P. Babcock & Wilcox boilers, 240 H. P. engines, Gen. Elec. dynamos and motors.

Officers.—Pres. E. W. Peet, V. Pres. W. F. Peet, Sec. & Counsel Ambrose Tighe.

Directors.—E. W. Peet, W. F. Peet, Ambrose Tighe, William Dawson, Jr., James R. Walsh.

General Office.—Manhattan Bldg., St. Paul.

Date of information, Mar., 1899. z


96
HOTEL LEIB
GOOSE LAKE
4 Miles
SILVER LAKE
94
NORTH ST. PAUL WATER WORKS
PINE ST.
CEDAR ST.
MAPLE ST.
SIXTEENTH
FIFTEENTH
FOURTEENTH
THIRTEENTH
TWELFTH
ELEVENTH
TENTH AV.
NINTH AV.
EIGHTH AV.
SEVENTH
FIFTH
FOURTH
THIRD
SECOND
FIRST
SOUTH
93
94
PUBLIC SCHOOL
91
91
92
87
89
90
87
88
NORTH ST. PAUL
ST. PAUL CASKET CO.
WISCONSIN CENTRAL R.R.
NORTH ST. PAUL R.R.
FIRE ENGINE HO.
ACME CHAIR CO.
CASTE
WEST
DELAWARE
INDIANA
PENNSYLVANIA
HELEN
CHARLES
HENRY
DIVISION
ESEVENTH
AUL
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Gallons per
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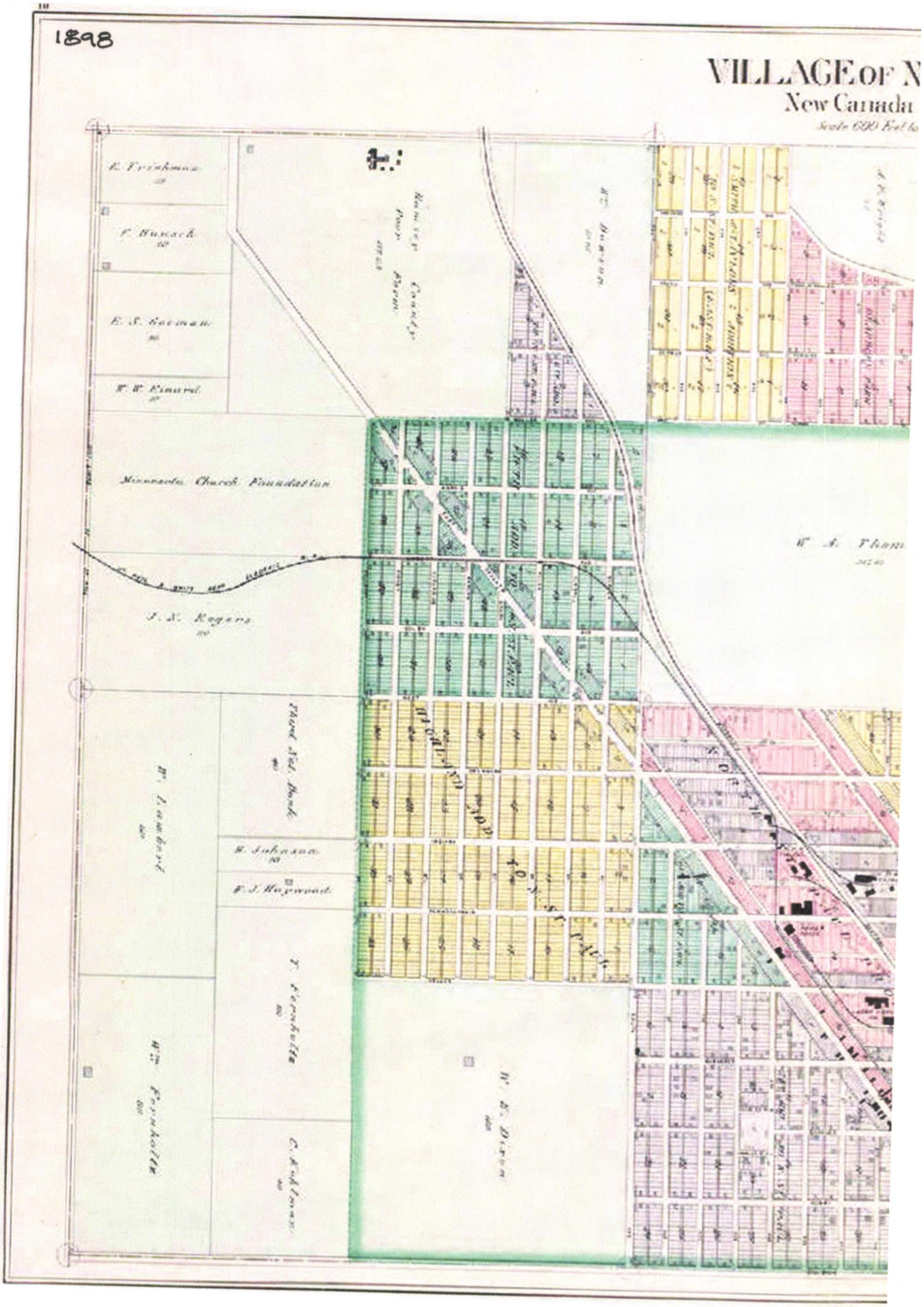
JAN/FEB 1891

1898

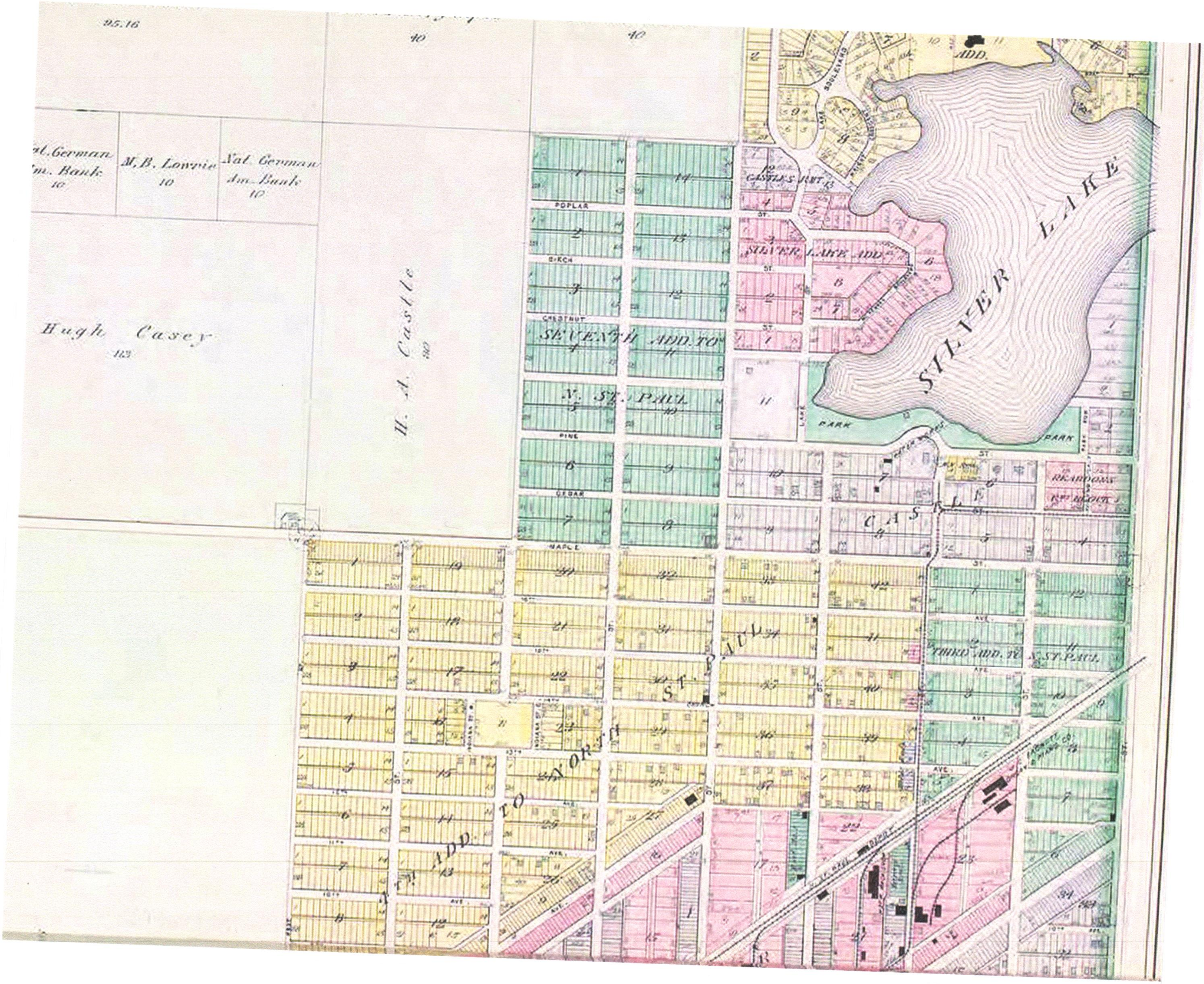


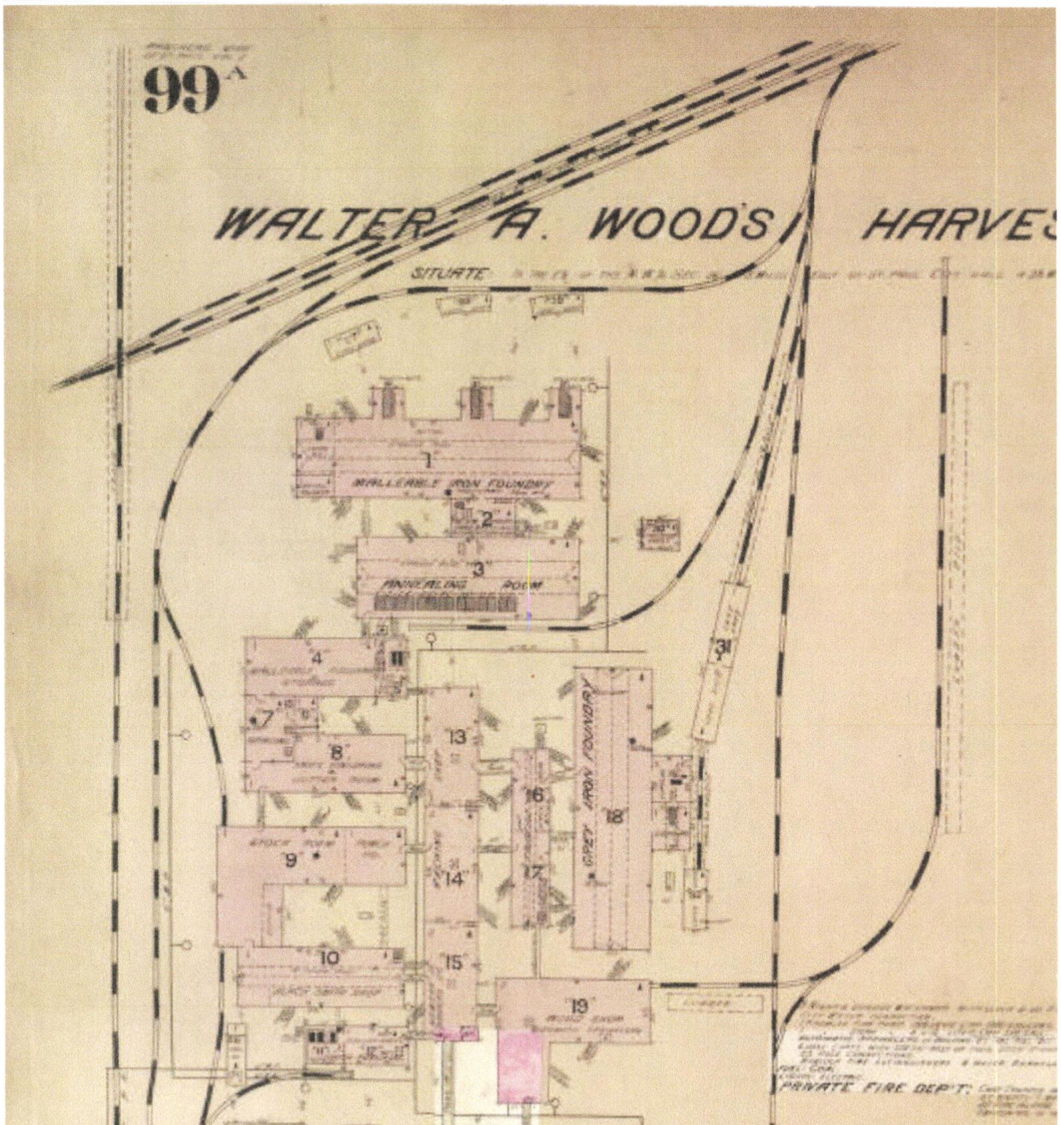
VILLAGE OF N

New Canada

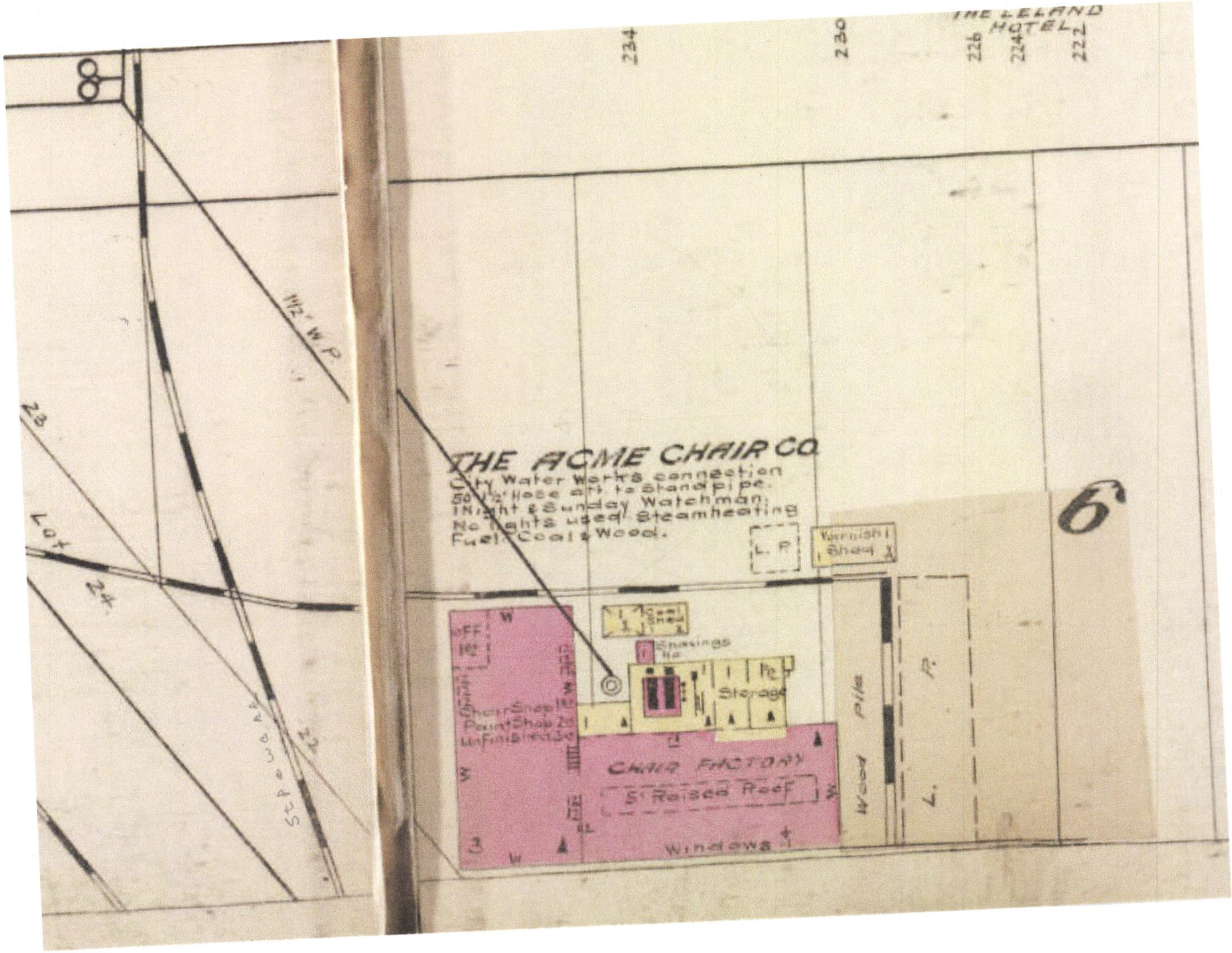
Scale 600 Feet to

E. Trinkman
F. Hunack
E. S. Gorman
W. W. Kinard
Minnesota Church Foundation
J. N. Rogers
Ramsey County Poor Farm
Wm. Bowman
Third Natl. Bank
H. Johnson
F. J. Haywood
T. Fernholtz
Wm. Fernholtz
C. Kuhlman
W. E. Dixon
W. A. Thom
North St. Paul

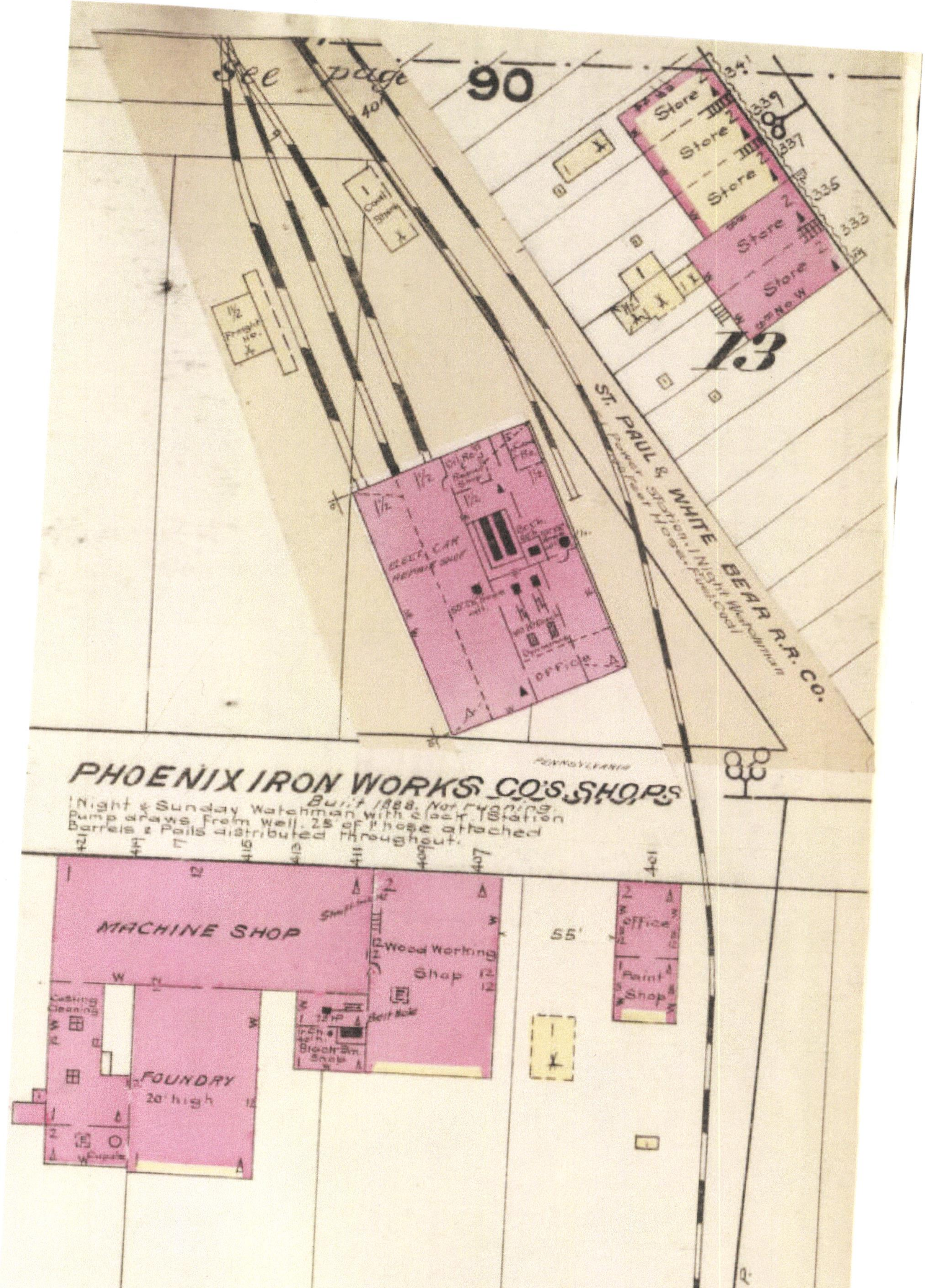

95.16
40
40
Nat. German Am. Bank 10
M. B. Lowrie 10
Nat. German Am. Bank 10
Hugh Casey 113
H. A. Castle 90
ADD.
Lake Boulevard
Castles Rst
Silver Lake Add.
Silver Lake
Park
Park
Poplar
Birch
Chestnut
Pine
Cedar
Maple
Seventh Add. to N. St. Paul
Castle
Reardon's 1st Block
Third Add. to N. St. Paul
St. Paul
7th Add. to North St. Paul
St.
Ave.

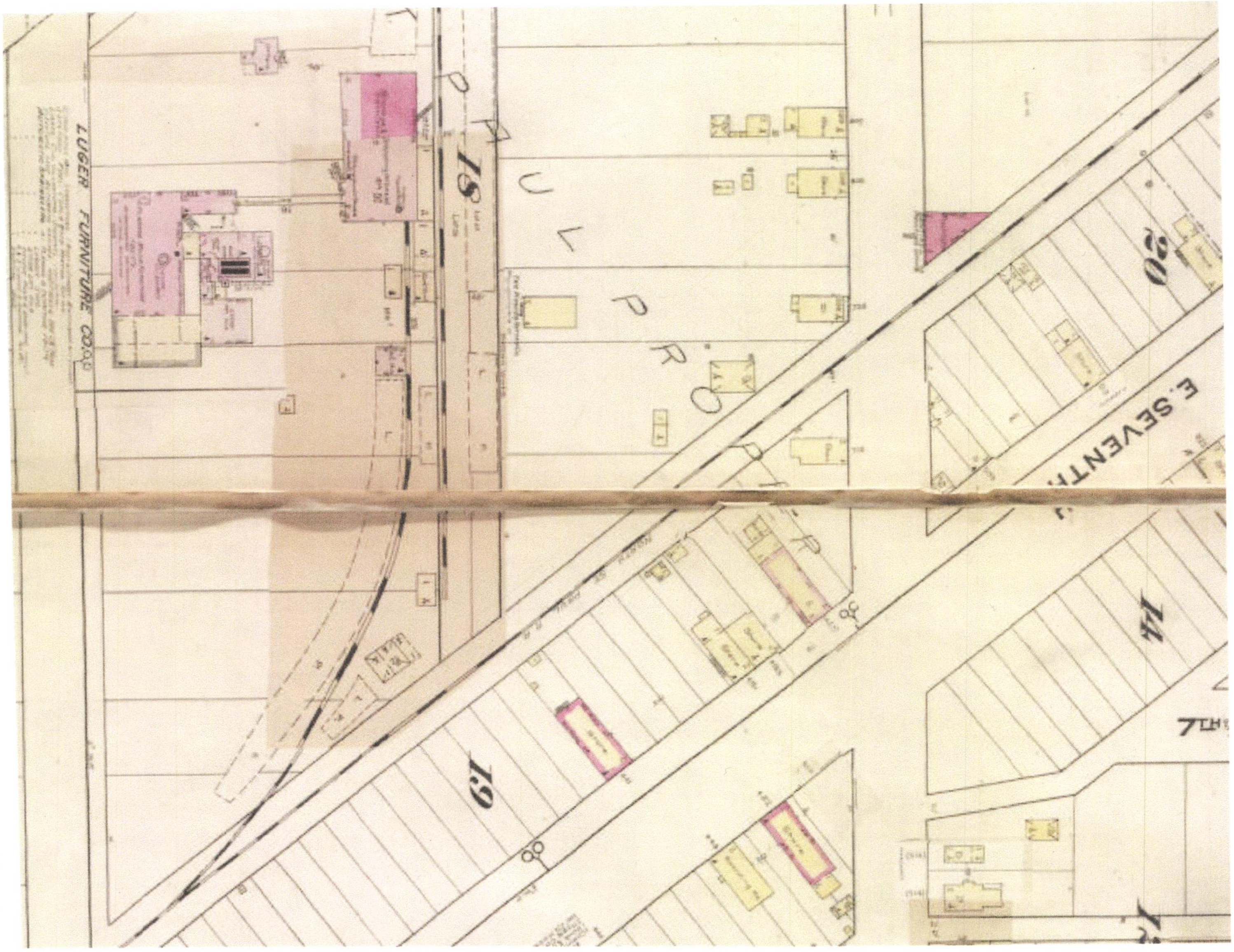

99A
WALTER A. WOOD'S HARVES
SITUATE
1 MALLEABLE IRON FOUNDRY
2
3 ANNEALING ROOM
4
7
8
9 STOCK ROOM
10
13
14
15
16
17
18 GREY IRON FOUNDRY
19 WOOD SHOP
20
21 PAINT
22
24 STORE ROOM
31
PRIVATE FIRE DEP'T:
AMES AVE.
HAZEL PARK
LACROSSE AVE.
HAZEL
HARVESTER

1895


THE LELAND HOTEL
234
230
226
224
222
1½" W.P.
Lot 23
Lot 24
22
THE ACME CHAIR CO.
City Water Works connection
50' 1½" Hose att. to Stand pipe.
Night & Sunday Watchman.
No Lights used. Steamheating
Fuel: Coal & Wood.
L. R.
Varnish Shed
OFF. 1st
Coal Shed
Shavings Ho.
Storage
Chair Shop 1st
Paint Shop 2d
Unfinished 3d
CHAIR FACTORY
5' Raised Roof
Windows
Wood Pile
L. R.
6

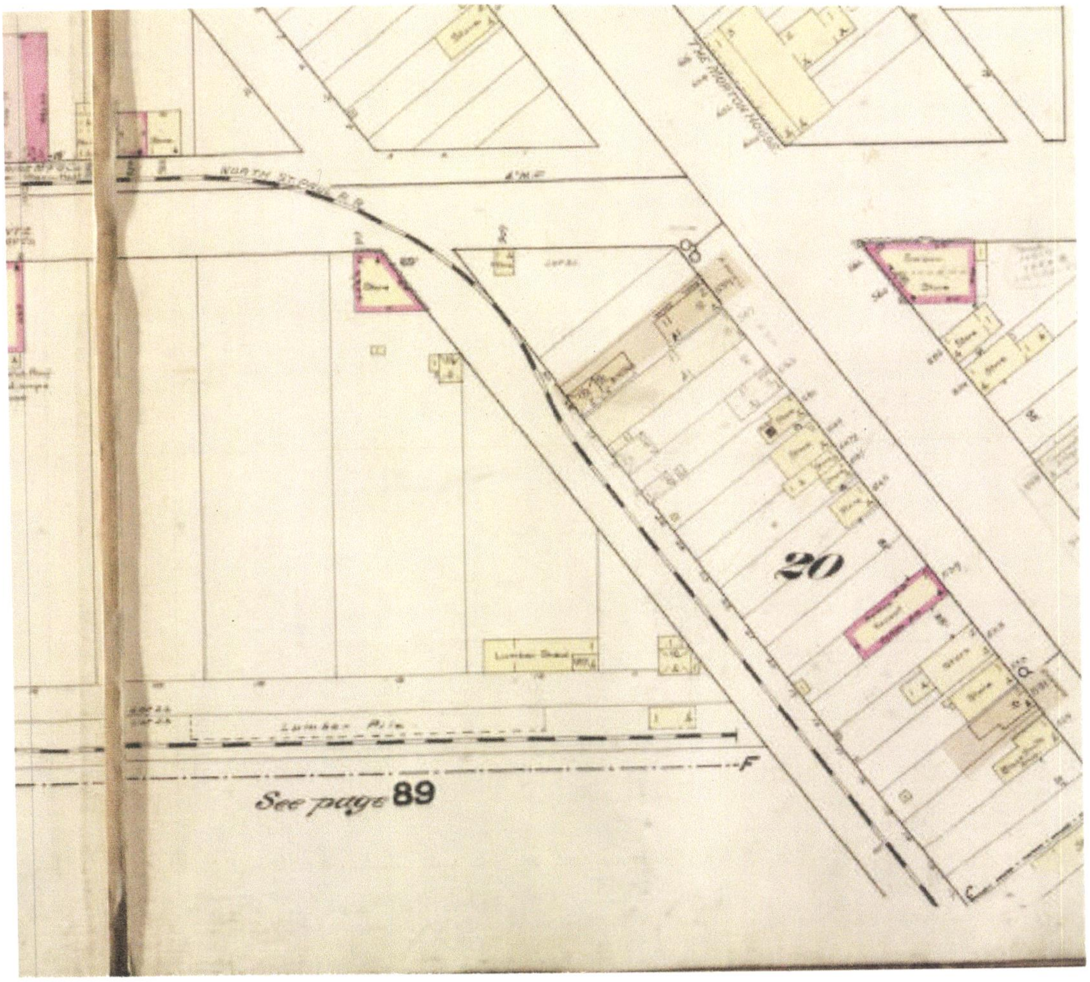
Site of Chair Factory
Siding

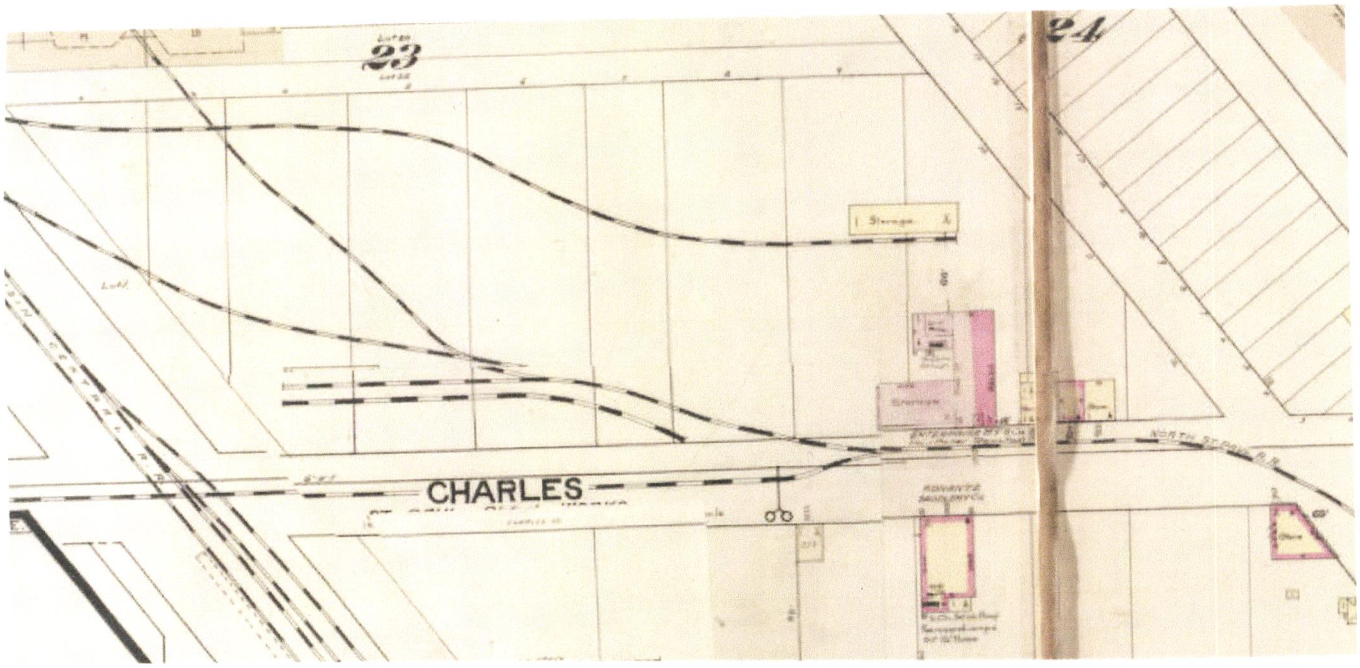

See page 90
40'
34'
Store
Store
Store
Store
Store
2
339
337
335
333
Coal Shed
Freight Ho.
1½
13
ST. PAUL & WHITE BEAR R.R. CO.
Power Station. 1 Night Watchman
Fire Hose. Fuel Coal
Elect. Car Repair Shop
Repair Shop
Office
PENNSYLVANIA
PHOENIX IRON WORKS CO.'S SHOPS
Built 1888. Not running.
1 Night & Sunday Watchman with clock. 1 Station
Pump draws from well. 25' of 1" hose attached
Barrels & Pails distributed throughout.
421
419
417
415
413
411
409
407
401
MACHINE SHOP
Wood Working Shop
55'
Office
Paint Shop
Casting Cleaning
FOUNDRY
20' high
Cupola
Blacksm. Shop
Belt Hole
4' W.P.

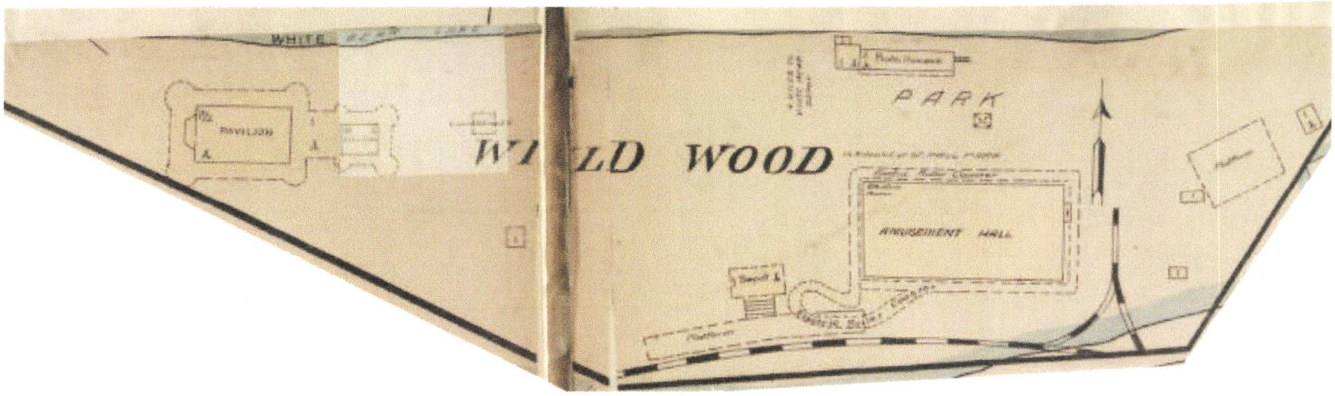

LUGER FURNITURE CO.
18
19
20
14
E. SEVENTH
7TH

Note NSP RR spur track
at Luger Furniture Co.

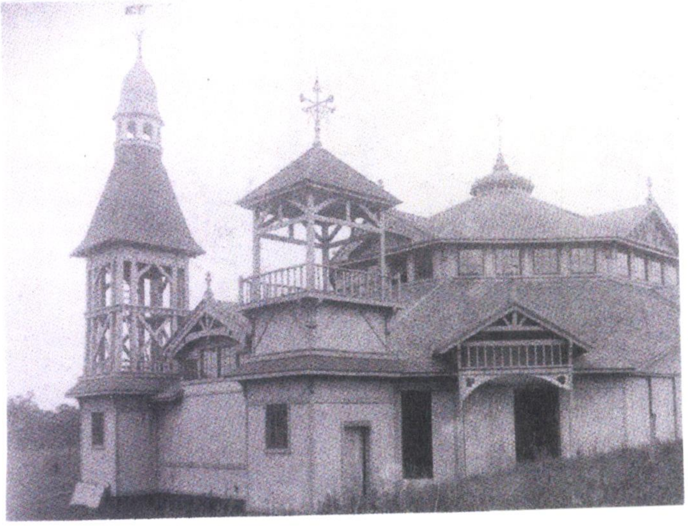
East of the Power House


NORTH ST. PAUL R.R.
20
Store
Lumber Shed
Lumber Pile
See page 89


23
24
Storage
CHARLES
NORTH ST. PAUL R.R.
Store

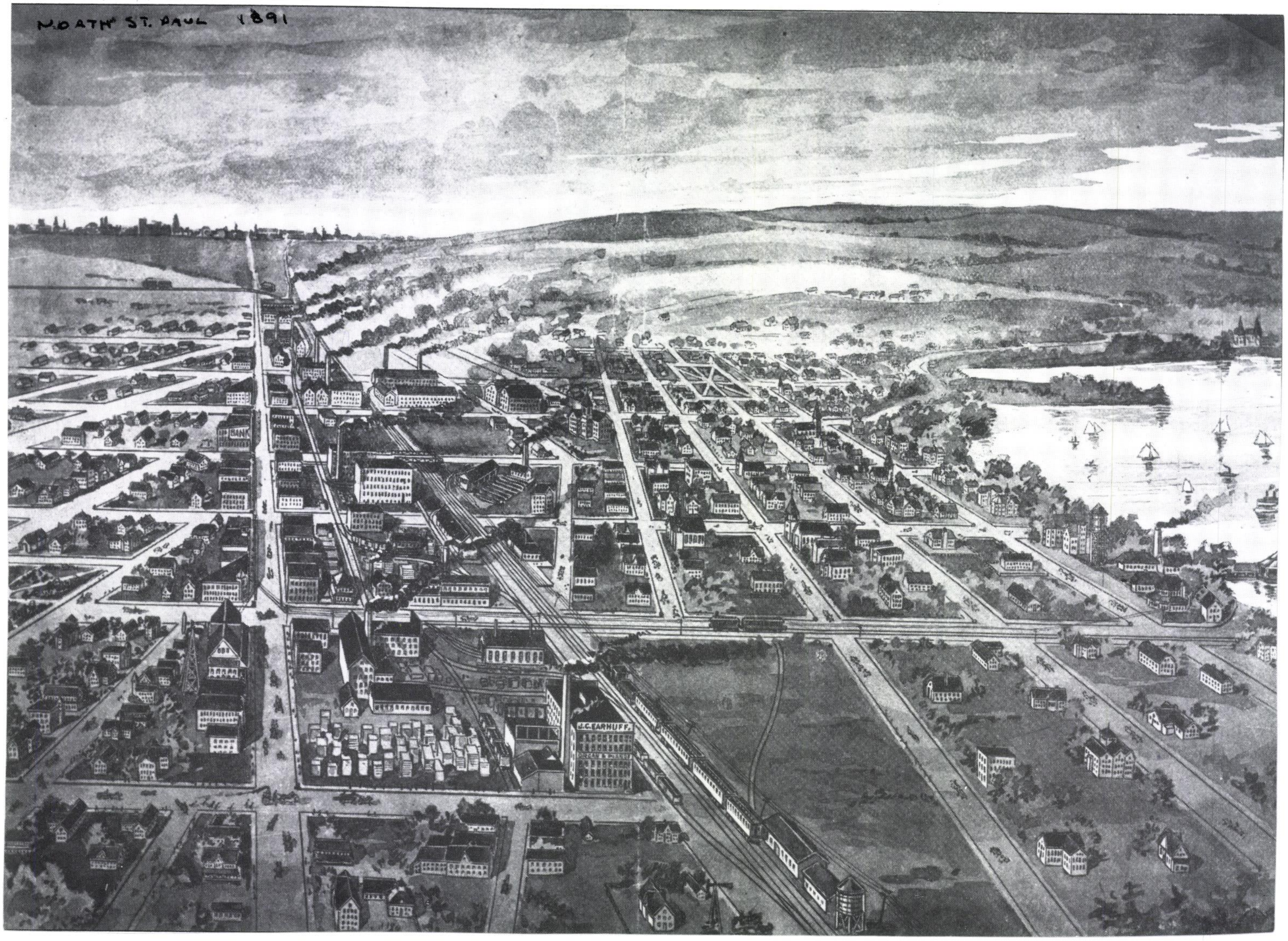

WHITE BEAR LAKE
PARK
WILDWOOD
PAVILION
AMUSEMENT HALL
Depot
Platform

Office DEPOT.

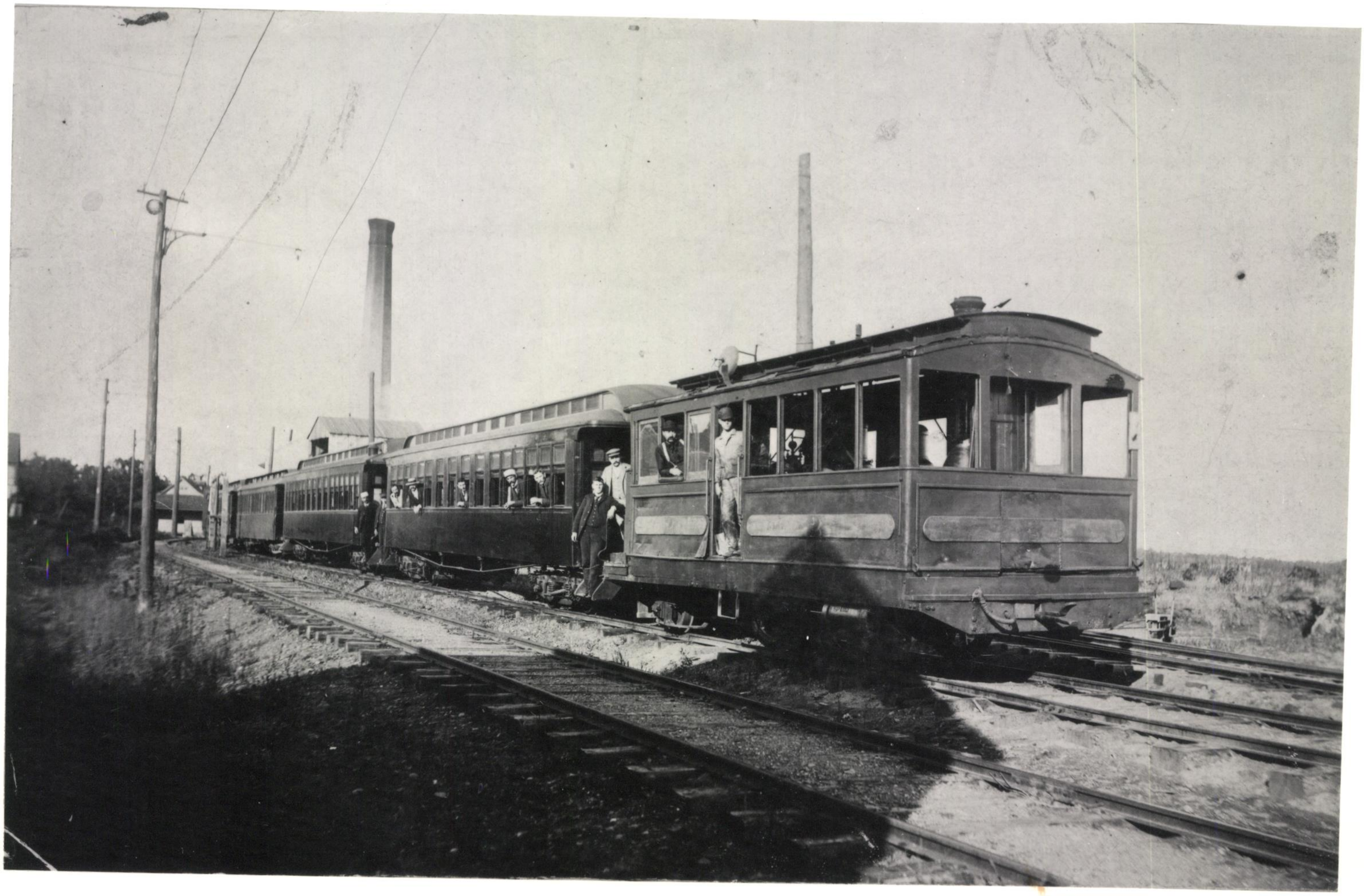


Chautauqua Assembly Building.
Mahtomedi, 1883

The Mahtomedi Chautauqua Assembly Building was more fanciful than most. It served patrons of the Mahtomedi Hotel and many others who camped in tents on the grounds throughout the summer.



NORTH ST. PAUL 1891



#2 Motor ex ML&M Ry rebuilt "soda motor" with four trailers:
first two appear later built compared to last two; these last two could be ex ML&M Ry trailers. (Builder?)

GARRIE L. TUFFORD
P.O. Box 21
Warsaw, Minnesota 55087
(507) 685-2821

6 December 2009

Dear Russ,

Appreciate your notes on the North St. Paul Motor #2.

Many years ago you gave me a small print of this train. While all of our things have been crossing in the mail I scanned that image and worked it over in Photoshop. Primarily I wanted to lighten the shadow of the building that was cast upon the side of the Motor just where a number would likely be. I then tried to enlarge, lighten and add contrast to the image. And, yes it does appear there is a "2" on that Motor.

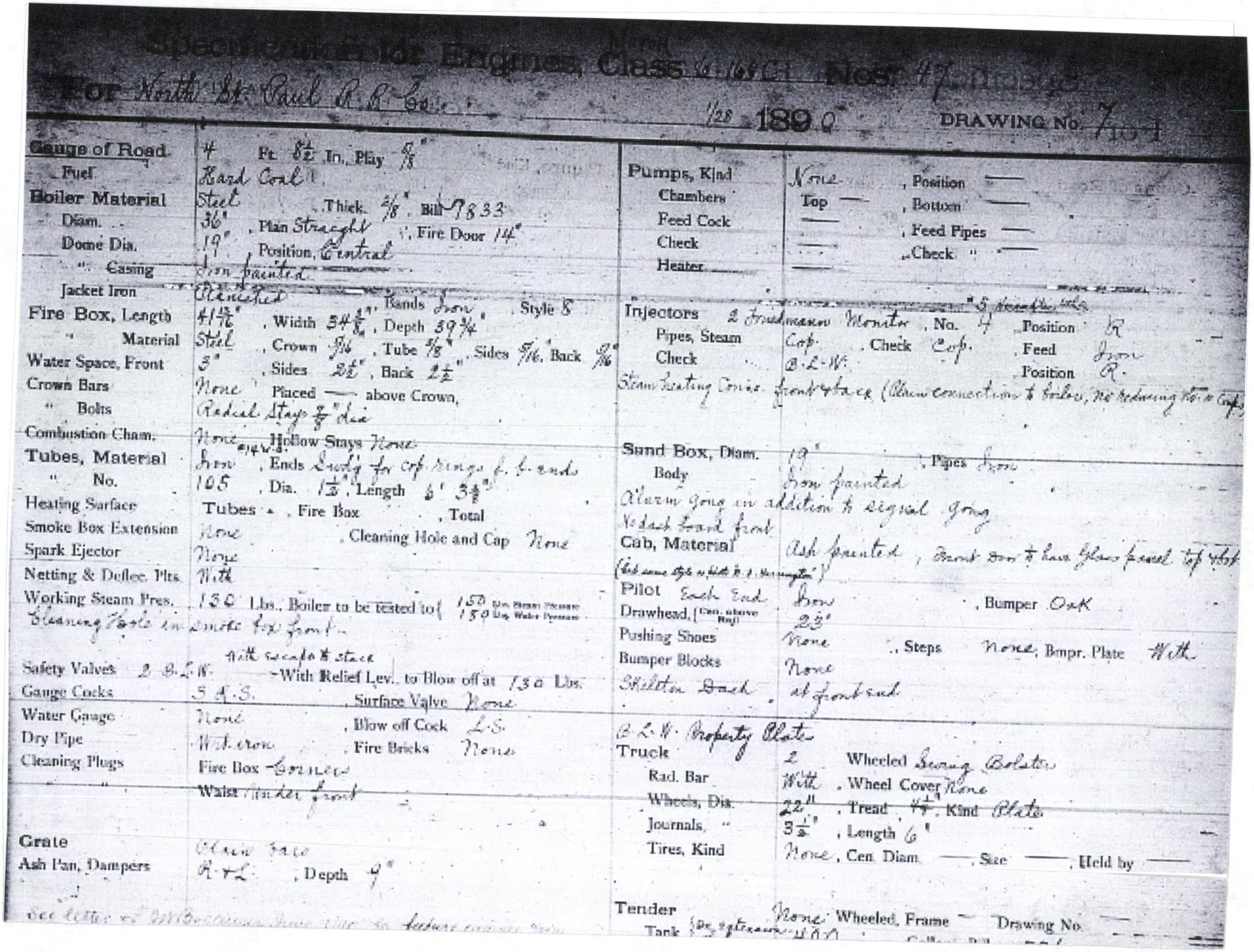
What it is I do not know. The Baldwin Soda Motors were one-of-a-kind. The cab was probably different from many others too simply because that large soda "boiler" required a fair amount of space. The rebuilds appear to have used that cab for the most part. One window was lost in order that a "tender" could be added to the back end. I do not think the cab would need to be much widened when the gauge was changed, and suspect the appearance of a wider center window may be caused by the angles. Other details such as the "number strip" seems to be the same as on the originals. I note that the slight roof overhang on the ends has been removed in a not very gracious way, the pilots are gone, and some of the sheet metal siding (next to the door) has been damaged and coming loose. I do suspect it is one of the ML&M 7-10 Motors.

I sent you all the Baldwin information I had on the North St. Paul #1. I looked through the rest of my Baldwin records to see if there was any chance that one was ordered for the St. Paul & White Bear or the St. Paul & Suburban incarnations. There was nothing to be found so the #2 would have to be a used Motor, and probably from the ML&M. Sometimes later owners are recorded in the Baldwin Register, but only if the successor company had ordered parts for it, and I found nothing of this nature either.

In any event it is good to know that we are dealing with a standard-gauge operation and not a narrow gauge as we had been previously led to think.

Regards,

Garrie.



Specifications for Engines, Class 6-16¼ C Nos. 47 [illegible]

For North St. Paul R. R. Co. 1/28 1890 DRAWING No. 7104

Gauge of Road 4 Ft. 8½ In., Play 5/8"
Fuel Hard Coal
Boiler Material Steel, Thick. 5/8", Bill 7833
Diam. 36", Plan Straight, Fire Door 14"
Dome Dia. 19", Position, Central
" Casing Iron painted
Jacket Iron Planished, Bands Iron, Style 8
Fire Box, Length 41 13/16", Width 54 1/8", Depth 39¾"
" Material Steel, Crown 5/16, Tube 5/8", Sides 5/16, Back 5/16
Water Space, Front 3", Sides 2½", Back 2½"
Crown Bars None Placed — above Crown,
" Bolts Radial Stays ⅞" dia
Combustion Cham. None, Hollow Stays None
Tubes, Material Iron, Ends Ready for cop. rings f. b. end
" No. 105, Dia. 1½", Length 6' 3⅛"
Heating Surface Tubes, Fire Box, Total
Smoke Box Extension None, Cleaning Hole and Cap None
Spark Ejector None
Netting & Deflec. Plts. With
Working Steam Pres. 150 Lbs., Boiler to be tested to { 150 Lbs. Steam Pressure / 150 Lbs. Water Pressure
Cleaning tools in smoke box front
Safety Valves 2 B. L. W. with escape to stack – With Relief Lev., to Blow off at 150 Lbs.
Gauge Cocks 3 A. S., Surface Valve None
Water Gauge None, Blow off Cock L. S.
Dry Pipe Wht. iron, Fire Bricks None
Cleaning Plugs Fire Box Corners
" " Waist Under front
Grate Plain bars
Ash Pan, Dampers R + L, Depth 9"
See letter of [illegible]

Pumps, Kind None, Position —
Chambers Top —, Bottom —
Feed Cock —, Feed Pipes —
Check —, Check " —
Heater —
Injectors 2 Friedmann Monitor, No. 4, Position R
Pipes, Steam Cop., Check Cop., Feed Iron
Check B. L. W., Position R.
Steam heating Conns. front & back (Plain connection to boiler, no reducing valve or Cap)
Sand Box, Diam. 19", Pipes Iron
Body Iron painted
Alarm gong in addition to signal gong
No dash board front
Cab, Material Ash painted, front door to have glass panel top & bot
(cab same style as B. L. W. Harrington)
Pilot Each End Iron, Bumper Oak
Drawhead, (Cen. above Rail) 23"
Pushing Shoes None, Steps None, Bmpr. Plate With
Bumper Blocks None
Skeleton Dash, at front end
B. L. W. Property Plate
Truck 2 Wheeled Swing Bolster
Rad. Bar With, Wheel Cover None
Wheels, Dia. 22", Tread 4¼", Kind Plate
Journals, " 3½", Length 6"
Tires, Kind None, Cen. Diam. —, Size —, Held by —
Tender None Wheeled, Frame —, Drawing No. —
Tank [illegible]

With the Compliments of
Garrie L. Tufford

BALDWIN LOCOMOTIVE WORKS

Individual Locomotive Order Information

I – **REGISTER OF ENGINES**, Made by Burnham, Parry, Williams & Co., for the year 1890, Volume 6, Nos. 5981 – 11947, page 248-249:

Construction No.	*10877*
Date of Trial	*May 10, 1890*
Purchaser	~~*North St. Paul R.R. Co.*~~ to: *Red River Lumber Co.*
Name	*1*
Class	*6–16$^{1}/_{3}$C–47*
Gauge	*4' 8½"*
Wheels	*35" / 30" center*
Tender:	*none, Tank*
Tank	*400 gals.*
Cylinders	*11" x 16"*
Flues	*Iron*
Furnace	*Steel*
Fuel	*Anth. coal*
Exhaust	
No. for Year	*334*
Date of Charge	

II – **REGISTER OF ENGINES ORDERED** for the year 1890, Volume 9 (5/10/1889 – 11/15/1892), page 132:

Order Date	*Jan. 28, 1890*
Number	*417*
Class & No.	*6–16$^{1}/_{3}$C–47*
Road or Company	*North St. Paul Railroad Co.*
Name or No.	*1*
Cylinders	*11" x 16"*
Dia. of Drivers	*35" / 30" center*
Gauge	*4' 8½"*
Fuel	*Anth.*
Boiler	*Steel*
Furnace	*Steel*
Flues	*Iron*
Tires	*Steel*
Pumps	*-*
Injectors	*2*
Tender:	*Tank* ~~Wheels~~ *400* Capacity, Galls.
Business	*Motor*
Specification No.	*1578*
Proposition	*W. L. Morton, Nov. 4, '89; Jan. 28, '90*
Deliverable	*May 1 or sooner*
Shipped	*5-17-90*
Price	*4375.*
Extras included in price	*Motor spec. Eames vacum brake*
Additional	*steam heating connections* *50.*
Terms of payment	*Guarantee 60 tons on 3% grade, 30 tons at 20 miles an hour on 3% grade.*
Shipping Inst., etc.	*Cash within 30 days after arrival at St. Paul, motor to remain property of B.P.W.& Co. until paid for. Order guaranteed by Messrs. Stone & Morton. Ship over C.St.P.M.&O. from Chicago, to deliver directly to N.St.P. Ry. to avoid transfer.*

[*Notes and specification information on next page*]

BALDWIN LOCOMOTIVE WORKS

Individual Locomotive Order Information

III – **Specification Sheet** [*partial, see full sheet*], Volume 16, page 47:

Class & No.	*6–16$^1/_3$C–47*
For	*North St. Paul R.R. Co.*
Date	*1/28/1890*
Drawing No.	*7*
Stack	*straight*
Cab	*Ash, painted. Front door to have glass panel top & bot.*
Mark ~~on Tank~~ *over windows*	**NORTH ST. PAUL RAILROAD.**
Finish	*E9*
Painting, style:	*Motor #45* Engine: *Green & Yellow, gold striping, as Cos. sample*
" "	*Tank #118* *Brown* " " " "
	Pilots and all exposed Iron work to be ptd. cream color to correspond with light color on body of motor.
Road No.	*1*
Name	*none*

NOTES

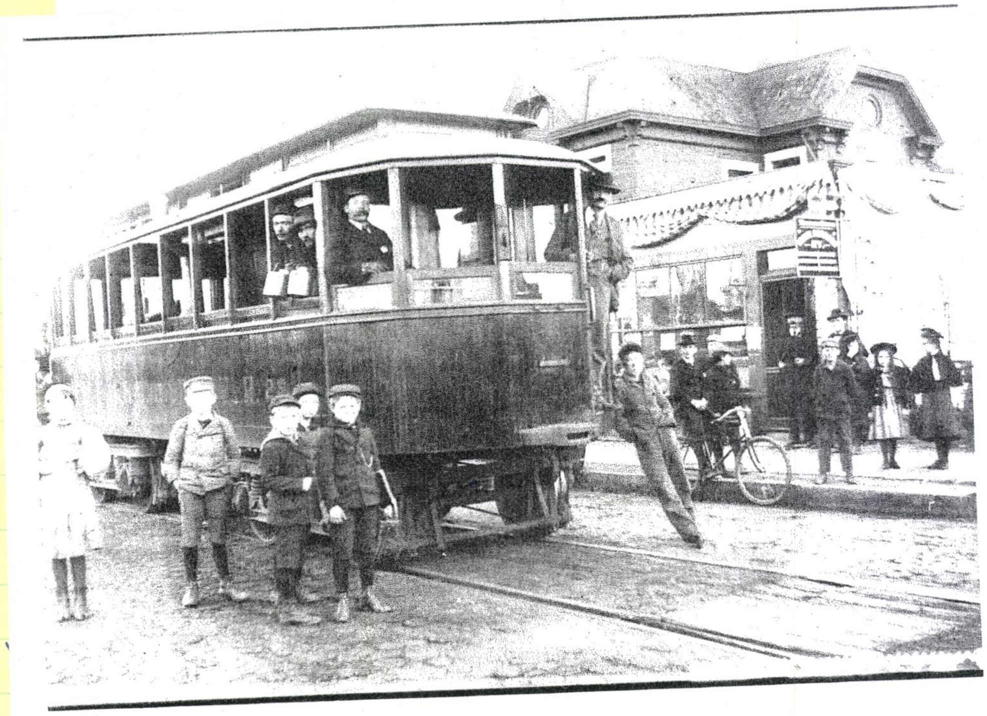
Manuscript Sources

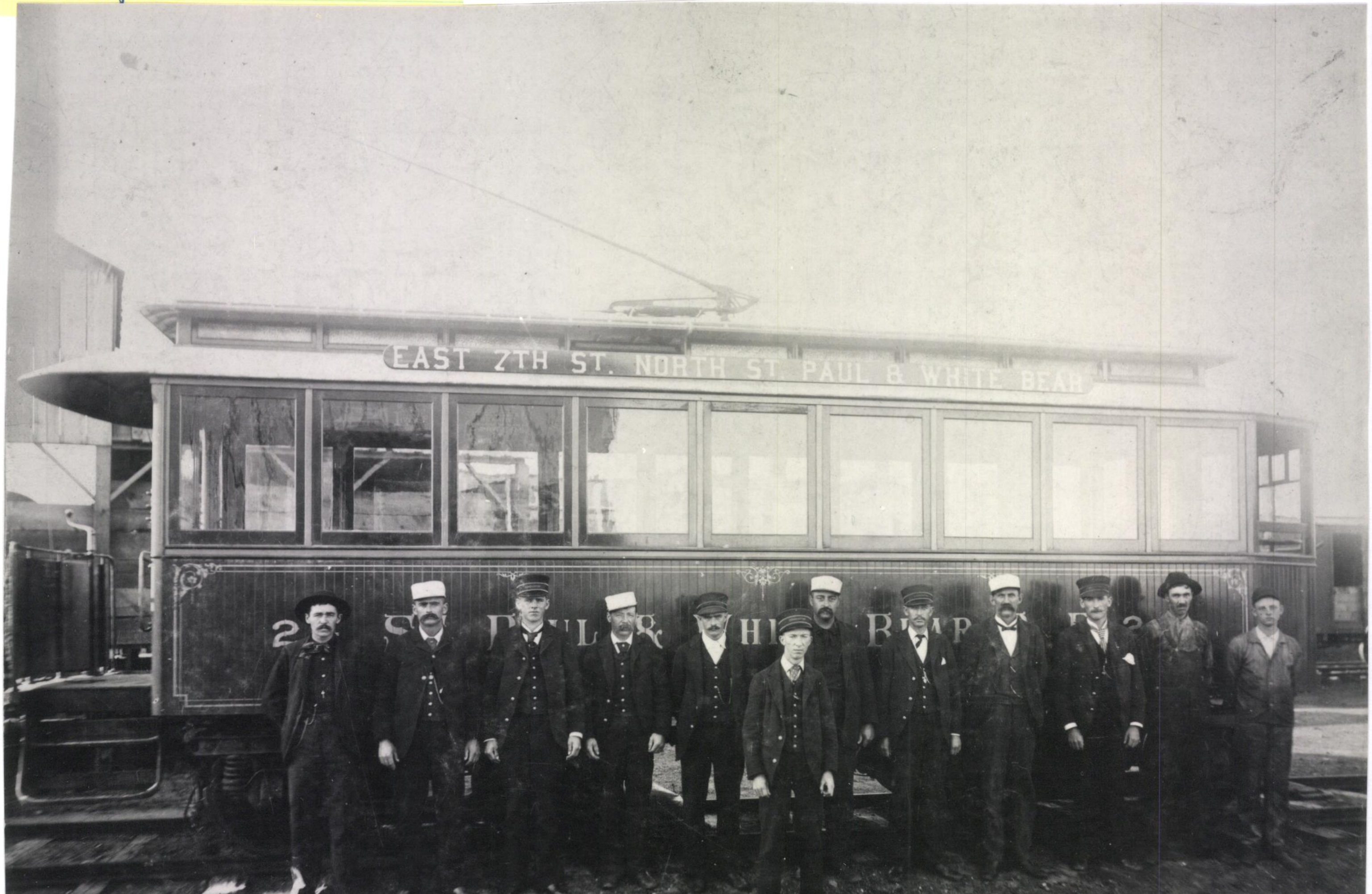
Baldwin Locomotive Works Collection (Engine Registers and Order Books, 1822-1956), NMAH Archives MS #157.

Baldwin Locomotive Works, Specification Books, 1869-1938, DeGolyer Library MS #61.

Transcript by:
Garrie L. Tufford
P.O. Box 21
Warsaw, MN 55087
3 December 2009
File: [Baldwin order data\North St. Paul RR] NSTP_RR.Doc

St Paul & White Bear RR photo
names of men pictured L to
Fred Hurburt
William McCreight
J. Dahl
Sunberg
Olenberg
James Tierman
William Cummings
Sam Buchanan
John Peters
Fred Gaffney
Wesley Blose (Blase?)
C.W. Rogers




EAST 7TH ST. NORTH ST. PAUL & WHITE BEAR

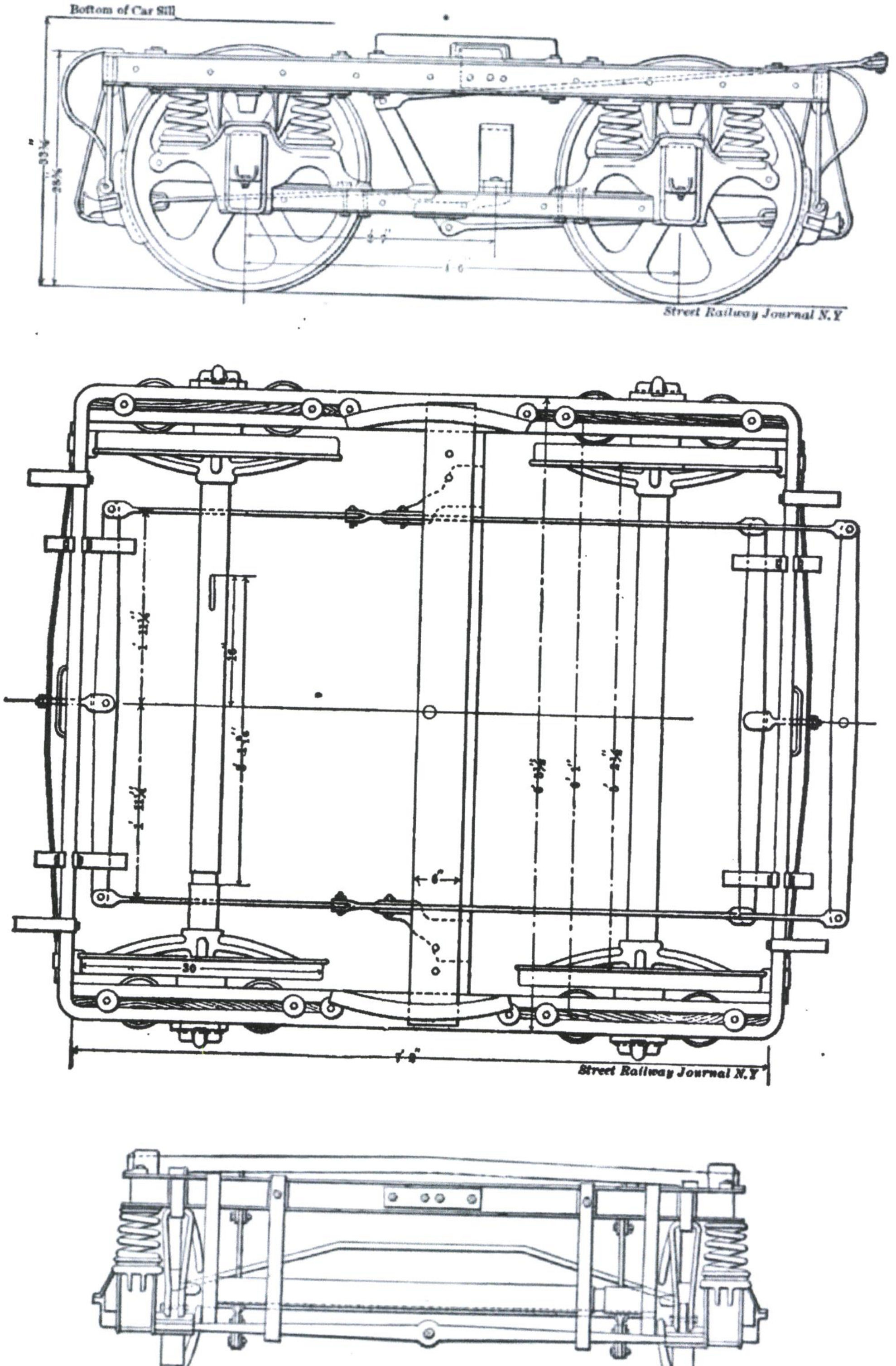

Bottom of Car Sill
33¼"
28¾"
2' 7"
4' 6"
Street Railway Journal N.Y
10"
30
6"
7' 6"
Street Railway Journal N.Y

FIG. 454.—McGUIRE TRUCK FOR EIGHT WHEEL CARS.

HUBBARD 20

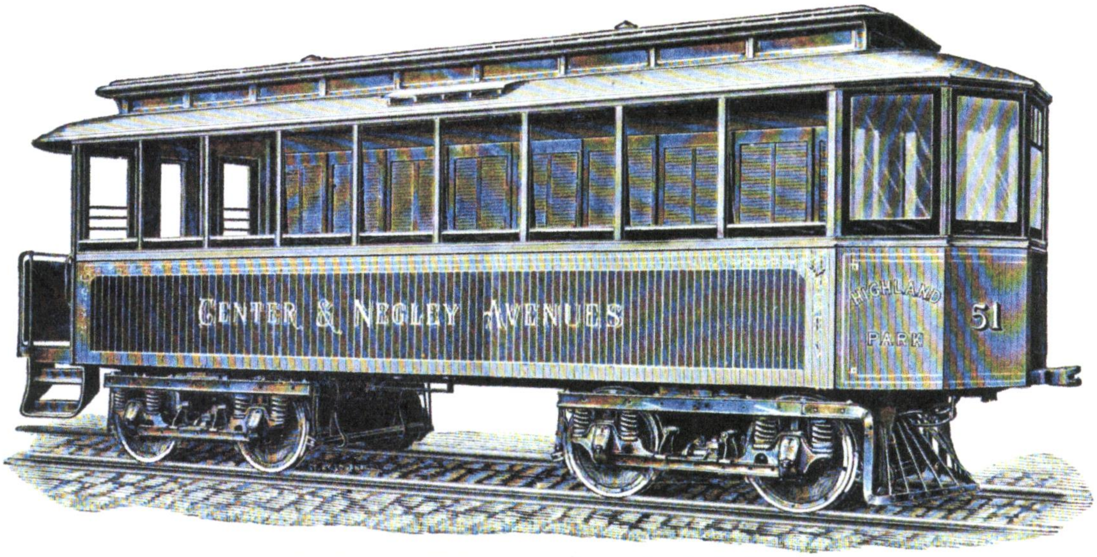
Digitized by

with the use of the threading tool, threaded coupling and cementing compound. The sleeve is made of soft galvanized iron, and being of a slightly larger diameter than the tube itself fits snugly upon it. The tool, Fig. 1, which is made in the form of a pair of pliers, serves to press the two slight corrugations upon the outside of both halves of the sleeve and into the body of tube, but does not in the least injure the latter or alter its internal diameter at that point. Joints so made are said to be impervious to moisture and have great strength. Fig. 2 shows a finishing joint.

By the new method, joints may be made upon the floor or bench and the lengths of the tubing lifted with safety to the wall or ceiling without fear of straining or opening the joints. It is confidently believed that the new tool is destined to become an important factor of every wireman's kit of tools.

A New Pullman Car.

Our engraving gives a good impression of the exterior appearance of a type of double track car which Pullman's Palace Car Co., of Chicago, are building in large numbers for the Duquesne Traction Co. and the Pittsburgh, Allegheny & Manchester Traction Co., both of Pittsburgh, Pa.



A NEW DOUBLE TRUCK ELECTRIC CAR BUILT BY PULLMAN.

These cars are twenty-nine feet. two inches long over all, the body being twenty-six feet two inches in length, with a rear platform three feet long. Three feet four inches of the body at the front end is partitioned off for the motorneer, and the arrangement of the car is such that ingress and egress are had only at the rear platform and on the right hand side, the dash board being continued around the left hand side of the car body.

This car is finished inside in cherry, with maple ceiling and bronze trimmings. There are two Hicks & Smith oil centre lamps, and the seats are upholstered. The outside finish is sheathed whitewood.

The running gear consists of two four-wheel No. 20 Hubbard trucks, made by the McGuire Manufacturing Co., of Chicago, each of which is equipped with one fifteen H. P. Thomson-Houston motor. The wheels in these trucks are the Allen steel tired. The steps, which are made by the Stanwood Manufacturing Co., of Chicago, are of a new design, being specially gotten up for these cars, and are insulated from the platform and car body. The Chicago Wood Mat Co.'s combination floor and mat, also a special design for these cars, is used. Post & Co.'s (Cincinnati) No. 4 foot gong is applied under the cab end, which can be readily operated by the motorman. The headlight, which is of the Star Headlight Co.'s (Rochester) pattern, is ten inches in diameter and lighted by oil. Each car is provided with a Meaker fare register of the latest pattern.

As may be seen in the engraving, the cab end has five sides, four of them being provided with windows and the fifth with a door, which is fitted with a stationary sash. This door is intended for the use of the motorman only, in entering and leaving the cab.

For the purpose of traction the cabs are provided with two Clark sand boxes, which are placed in such a manner that the sand is conveyed almost in a straight line down in front of the wheel and upon the track, affording a direct flow, lessening the liability to clog, as is the case where the pipes are crooked.

Ideal Compound Engine.

The accompanying engravings present two views of the new tandem compound engine designed by A. L. Ide & Son, Springfield, Ill.

In designing this engine, its manufacturers have sought to secure one that will meet all of the varied requirements in the generation of electricity, combined with simplicity and the highest economy.

The main frame is heavy, self-contained, with overhanging wheels, all bearings being self-oiling, with working parts enclosed to insure thorough and continuous lubrication and reduce wear, prevent hot bearings and economise in oil and attendance.

The cylinders of our compound engine are arranged in the well-known tandem plan, and are proportioned with a view to giving the highest efficiency. The low pressure cylinder is bolted direct to the engine bed, and to the head of this cylinder is cast the high pressure cylinder. By this arrangement steam from the high pressure cylinder has a short direct passage into the low pressure cylinder without suffering loss of heat by passing through connecting pipes or receiver. On account of this construction it is said the best results are obtained, and less steam per horse power is used than is required by other compound engines, and four stuffing boxes are dispensed with on the piston and valve rods between cylinders, reducing the friction and radiating surfaces. The head is cored out between cylinders leaving a large space which is filled with a non-conducting compound to prevent the heat from passing through and to secure a prime object of compounding, viz., a uniform high temperature in the high pressure cylinder. Both cylinders and steam chests are encased with a handsome finished paneled iron jacket with two inch air space between cylinder and jacket which is filled with non-conducting material. Both cylinder heads are protected in the same manner to prevent loss of heat and power.

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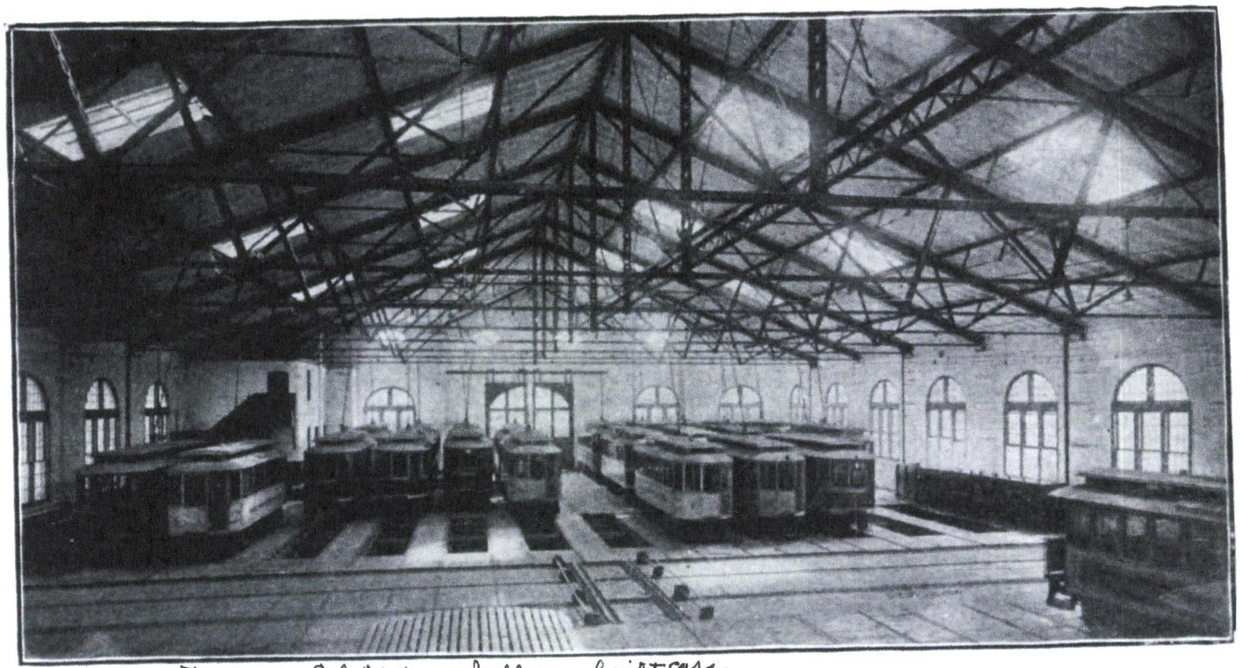
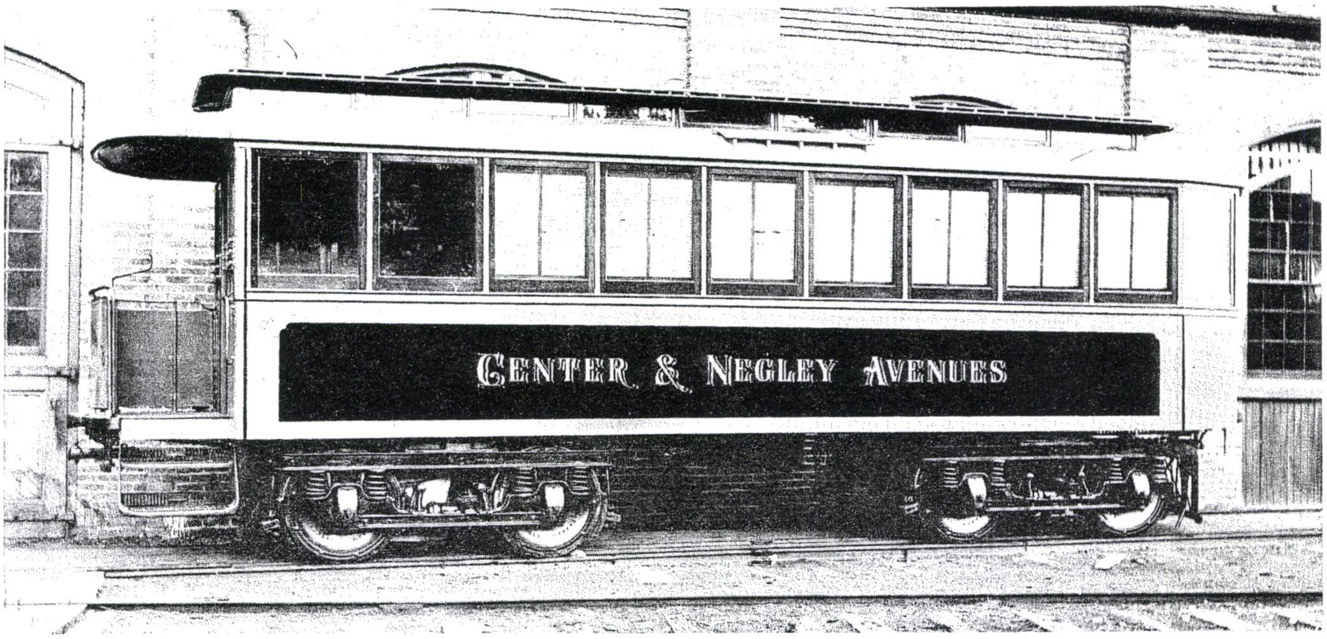


Note Motorman's Cab Door on Pullman-built cars


CENTER & NEGLEY AVENUES

Pullman 23 Foot 2 Inch Closed

TRACK AND OVERHEAD CONSTRUCTION

MPLS & ST.PAUL SUBURBAN RAILWAY
Compiled from Minneapolis Tribune Articles

2-22-1899: Street railway franchise together with the interurban franchise was awarded last night to M. J. Mandelbaum and other residents of Cleveland, Ohio.

3-3-1899: Franchise vetoed by the mayor. Sometime ago TCRT and M. J. Mandelbaum of Cleveland each applied for a franchise for an interurban line. Mandelbaum promised to build and operate a local line as well as an interurban, but TCRT did not desire to build a local line, the failure of the old Stillwater Street Railway to pay expenses being assigned as a reason.
At the eleventh hour TCRT submitted a proposition for a local as well as an interurban line, but it was then too late for the Stillwater aldermen by a unaminous vote granted Mandelbaum a franchise. Mayor Pattee however has vetoed the ordinance, and if the veto is sustained by the council TCRT will be able to make another proposition.

> Mr. Mandelbaum, it is said, was not only anxious to build a line from Stillwater to the Twin Cities, but was desirous of building one from Minneapolis to Fort Snelling and another to Lake Minnetonka. The Minneapolis Board of Trade has been encouraging him in both of these projects.

9-28-1899: M&StP Sub'n Ry issued $500,000 of 5% Bonds maturing in 25 years; Central Trust Company of New York, trustee. To cover the cost of constructing the Stillwater line, powerhouse at Wildwood, and other improvement.

6-5-1904: Straightening out the tracks just south of Wildwood station: a long fill is being made and within a month the old sharp curve will be abandoned.

1905: Extra service was planned between St.Paul and Wildwood, as well as Stillwater and Wildwood.

7-11-1906: Lack of power yesterday afternoon almost abolished service between St.Paul and Stillwater. Local cars [Stillwater] were not in operation and only small cars were run downtown to connect with interurban cars at the Owen St. substation.

Mpls Tribune 6-25-1898

SECURES THE SUBURBAN.

Twin City Rapid Transit Company Makes a Valuable Acquisition.

ST. PAUL, June 25.—The Twin City Rapid Transit Company has secured possession of the North St. Paul, White Bear & Suburban railway and will operate the same, having for some time past furnished the motive power. The company which built the line became involved and the road has been handled recently by E. W. Peet & Co. It is too narrow for the city electric cars to run on it. It is thought that it may be widened and extended to Stillwater. It was built in 1892 to accommodate Hazel Park, North St. Paul, Wildwood and Mahtomedi, and connects with the East Seventh street line.

ELECTRIC LINE COMPLETED.

1899

STILLWATER, Minn., Aug. 16.—The interurban street railway line connecting Stillwater with the Twin Cities is now completed so far that cars can traverse the entire line. Hundreds of people were out on the streets last night, watching the work of the trolley crew, and it was an interesting sight to see the line. The hanging of trolly wire was completed shortly before midnight, and a car is expected from St. Paul and Minneapolis today.

First Car to Stillwater
Minneapolis Tribune (1867-1908); Aug 23, 1899;
ProQuest Historical Newspapers: Minneapolis Tribune (1867-19
pg. 7

First Car to Stillwater.

The new electric line to Stillwater will be opened this morning, and cars will be run regularly on the half hour schedule hereafter.

General Manager Hield announced last night that the first car would probably reach Stillwater by 8 o'clock this morning, providing nothing happens.

IT WAS VETOED
Minneapolis Tribune (1867-1908); Mar 3, 1899;
ProQuest Historical Newspapers Minneapolis Tribune (1867-19
pg. 5

IT WAS VETOED

Stillwater's Mayor Spoils Mandelbaum's Interurban Project.

There is yet a possibility that the Twin City Rapid Transit company will operate a street railway in Stillwater and also an interurban line connecting the prison city with Minneapolis and St. Paul. Some time ago the Twin City company and M.J.Mandelbaum of Cleveland applied for a franchise for an interurban line. Mandelbaum promised to build and operate a local line as well as an interurban, but the Twin City company did not desire to build a local line, the failure of the old Stillwater street railway to pay expenses being assigned as a reason.

At the eleventh hour the Twin City company submitted a proposition for a local as well as an interurban line, but it was then too late for the Stillwater aldermen by a unanimous vote granted Mandelbaum a franchise.

Mayor Pattee of Stillwater, however, has vetoed the ordinance, and if the veto is sustained by the council, the Twin City company will be able to make another proposition. C. G. Goodrich, vice president of the Twin City company, has spent some time in Stillwater in conference with the city officials, including Mayor Pattee, but what proposition will be made cannot be learned. Mayor Pattee will not discuss the matter nor will he give his reasons for vetoing the ordinance. The Stillwater council will discuss the matter at its next meeting Tuesday evening.

Mr. Mandelbaum, it is said, was not only anxious to build a line from Stillwater to the twin cities, but was desirous of building one from Minneapolis to Fort Snelling and another to Lake Minnetonka. The Minneapolis Board of Trade has been encouraging him in both of these projects.

PLANS ARE NOW MADE
Minneapolis Tribune (1867-1908); Mar 25, 1899;
ProQuest Historical Newspapers Minneapolis Tribune
pg. 16

PLANS ARE NOW MADE

FIFTY MINUTE SERVICE BETWEEN ST. PAUL AND STILLWATER.

The Equipment Will Be Similar to That of the Interurban Line.

The Twin City Rapid Transit Co. has its preparations practically complete for the new line from St. Paul to Stillwater.

The new line will be an extension of the Wildwood and Mahtomedi branch of the St. Paul system, and it will be modern in every respect. An excellent, ballasted roadbed will be laid, with 50 pound rails, and the equipment will be similar to that now used on the Interurban line.

Work on the new line will begin just as soon as the ground is thawed sufficiently to admit of making the grade. The right of way has been secured and all the preliminary arrangements have been completed, so that nothing will stand in the way of pushing the extension. To complete the connection between St. Paul and Stillwater it will be necessary to build about seven and one-half miles of track. The present Wildwood line will be repaired, but it was stated last night by one of the officials that traffic would not be interrupted during the summer.

The building of the Stillwater system will be a big undertaking, necessitating the construction of at least 20 miles of track. There will be connections to South Stillwater and the important business and residence centers will be reached.

The connecting line between St. Paul and the penitentiary city will extend from the East Seventh street power house to the railway depot in Stillwater. If passengers desire to go further in either direction they will have to pay the customary fare.

Commodious terminal depots will be constructed, and there will be small waiting rooms along the route wherever the patronage demands. It is the intention to run a motor car with a trailer, both of the same size as the present Interurban cars, and it is possible that they will be fitted with vestibules.

Powerful motors will be used in order that a speed of 35 miles per hour can be maintained outside of the city limits. It is hoped that the patronage will be sufficient that a 10-minute service can be maintained. In order to do this it would be necessary to put on 12 trains, capable of carrying 150 passengers each.

WILL BE READY IN AUGUST
Minneapolis Tribune (1867-1908); Jun 10, 1899;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922
. pg. 8

WILL BE READY IN AUGUST

PRESIDENT LOWRY GOES OVER THE STILLWATER ELECTRIC LINE.

Steel Mills so Rushed With Work That It Is Difficult to Get the Rails.

Thomas Lowry and C. G. Goodrich, of the Twin City Rapid Transit Co., made a trip Wednesday over the new Stillwater electric line, now in process of construction. They report the work progressing favorably, everything considered. The rainy weather of May and June has interfered with the work of the contractors who are doing the grading, but in spite of soft ground and time lost while the rains fell, the work is advancing.

There are about eight miles of new track to build between White Bear and Stillwater, the right of way being across country the same as a steam railway right of way would run. The grade is not ready for the steel yet, and is not far enough advanced to allow a close guess to be made. However, if there are no unforeseen delays from now on the road will be ready for traffic early in August.

One of the difficulties which the company has had to contend with is the scarcity of steel and other material. All the mills in the country are operating at their capacity, but with orders piled high on their books. The demand is so much greater than the supply that those who wish material can do no better than wait their turn or take what they can get.

In the case of the new Stillwater line it was the intention of the company to lay heavy 60-foot rails similar to those in use on the Como interurban, but this plan was balked by the difficulty in procuring rails of any description. The new line will be laid with heavy steel if it can be had, otherwise it will be laid with as heavy steel as the company is able to procure.

DIRECT TO STILLWATER
Minneapolis Tribune (1867-1908); Jul 14, 1901;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. A3

DIRECT TO STILLWATER

Street Railway Company Will Try a Direct Sunday Service.

Today the Minneapolis Street Railway company will have a special direct service to Stillwater. Hitherto the cars have always gone from St. Paul and this has always been a great inconvenience to those going to the prison city. Beginning Monday a service will be started between Minneapolis and Wildwood which, in view of the popularity of the last named place, will undoubtedly be well patronized.

The street cars for Stillwater today only will leave Hennepin and Washington avenues at 1:15, 2:15, 3:15 p. m. Two cars will leave Hennepin and Washington at 1:45 and 2:45 p. m. to go as far as Wildwood. The cars returning from Stillwater will leave that place at 3:35, 4:35 and 5:35. The service from Wildwood to Minneapolis will commence at 4:08.

On week days the Wildwood car will leave Hennepin and Thirty-first street at 7 p. m., Hennepin and Washington at 7:18 and arrive at Wildwood at 8:42. It leaves Wildwood on the return trip at 10:30 and comes to Minneapolis at Hennepin and Washingtoon 11:56 and Hennepin and Thirty-first street at 12:15.

The company expects that immense crowds will use the Wildwood cars today. The company wishes to experiment and see if the new cars are needed. If they are the Sunday service may be continued.

IT IS THE LIMIT
Minneapolis Tribune (1867-1908); Jul 8, 1899;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922
pg. 14

IT IS THE LIMIT

STREET RAILWAY COMPANY PUTTING TELEPHONES IN ITS CARS.

Rolling Stock to Be Used on the Stillwater Line Will Be Way Ahead of Anything in the Northwest—Air Brakes and Air Whistles Will Allow the Motormen to Have the Cars Under Control When Going 40 Miles an Hour—Each Will Carry a Telephone, and Train Crew Can Call Up the Main Office at Any Time.

After the new electric line to Stillwater is in operation, the road to the penitentiary will be so easy, and traveling will be so luxurious that the population of that resort may be expected to increase at an unheard of ratio.

The good broad highway which leads to ruin is a rough and thorny by-path compared to the king's highway which is now under construction between the Twin Cities and Stillwater.

The Tribune has told of the general excellence of the road bed, which is fully up to all the requirements of modern interurban traffic, but the cars which the company is building for the Stillwater service are far and away ahead of anything the company ever attempted to place on wheels.

There never were such cars in all the Northwest as the Twin City Rapid Transit Co. is building in its shops at Thirty-first street. *There are 20 cars all told, 10 of* them motor cars, each with four powerful motors, just twice as many as the regular interurban cars carry, and 10 trailers. The trains, therefore, will be made up of two cars, a motor and a trailer.

Besides being equipped with all the attachments which have rendered the old cars models of elegance and comfort, the new ones will possess many which have not been in use in this part of the country, if anywhere else. Each motor car will be supplied with air brakes. The trains will run at high speed, often attaining 40 miles an hour, and with the momentum acquired by such fast running the motorman would be powerless to control his train with nothing better than the ordinary hand brake.

The air brake will be practically the same as those in use on steam roads. The compressing air pump will be run by a small motor, under control of the motorman. The brake will be operated by mechanism similar to that of the Westinghouse brake.

An air whistle will be another of the new appliances. The air chamber will be supplied with a whistle similar to the smaller steam whistles, and the whistle will be used to sound warnings at country road crossings. The ordinary stret car gong will be used within the limits of the cities.

But the most advanced bit of mechanism with which these new palace cars will be equipped is a complete system of telephonic communication with the main office. As the new line is a cross country line, there will be miles of open country between stations. Although accidents to motors and cars are comparatively rare they are liable to occur, and if they should occur when the cars are miles out in the country, it is important that the motorman should be able to communicate quickly with the home office.

For that purpose each car is supplied with a telephone placed in the front vestibule. The 'phones are nicely adjusted by springs so the jolting of the car will not destroy the delicacy or impair the efficiency of the instruments. At the feed poles, which are placed a quarter of a mile apart, the motorman can "plug" in his telephone and open communication with the head office. In case a train is disabled or snowed in, the main office can be advised of the condition and relief dispatched.

The telephone will also be useful in arranging passing points for the cars if it should be necessary to do so.

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TRACK CONSTRUCTION

~~Construction of the local lines within Stillwater was also completed during 1899. A TCRT official's personal notes refer to the first local operation in Stillwater as taking place 11-6-1899. Three single track lines had been constructed: "Owen Street", "Wilkin Street", and "South 3rd Street" (which ended at Oak St. and Orleans St.)~~.

1900

A steel girder bridge replaced the tunnel under the Wisconsin Central Ry. east of Willernie. A map dated 1-19-1900 shows the wye at Wildwood Park east of building #25.

1903

The Ames Ave. wye may have been built on land purchased from W. L. Ames; located on the east side of the right-of-way for rush hour service to and from the Harvester Works plant. The Harvester Works bridge was completed: one 117' 9¼" pony truss span fabricated by the Minneapolis Steel Machinery Co. A 40 ft. platform with supplementary work at Wildwood was completed.

1903-1904

Additional right-of-way was purchased during 1903 in Hazel Park and 1904 in North St. Paul. During this period the relocation and rebuilding of various curves was undertaken using 5" 80# T rail with rail braces.

1904

The lower wye at Wildwood was built together with a single track line from the wye along the shore of White Bear Lake to 6th St. and Banning Ave. in White Bear, 4.27 miles long. Completed 11-27-1904.

1905

A single track line from Oak St. and Orleans St. in Stillwater (the city limits) was built over various streets to South Stillwater, 3.52 miles long. Construction work was performed by the Foley Brothers Construction Co. Completed 5-5-1905. (South Stillwater was renamed Bayport in 1911.)

1906

Bock St. Siding was installed during May.

1907

Maryland and Pullman Sidings were reconstructed during May. The crossover at Maryland Siding was 167.8 l.f. $783 was expended on the Wildwood loading platform.

1908

Grant Siding, ~~390 l.f~~., was installed during November.
540 l.f.

1909

Track changes were made and the loading platform rebuilt at Wildwood. Switch stand lights were changed from oil to electric.

1911

The Ames Ave. Wye was removed and relocated to Autumn Ave. (Ivy Ave.) at the north end of Maryland Siding effective 11-1-1911.

1912

Highway completed alongside the Wildwood double track.

1913

The Autumn Ave. Wye was relocated one block south on Maryland Siding to Hyacinth Ave. with 141.8 l.f. of tangent track on the end of the wye.

As of May these were the siding locations: Bock St. (now Hazelwood Ave.), Maryland, Colby, Chair Factory, Pullman, Wildwood Park (double track), Grant, Owen St. Station, Stillwater Union Depot Loop.

1914

By May the sidings at Bock St., Chair Factory and Pullman were removed and replaced by sidings at Kerwin St., Soo Line, Long Lake and Parrant's. Parrant's Siding had been installed during April. Lake Shore Siding, 208 l.f., on the White Bear branch line was installed during April using 48# relayer rail. The Wildwood Upper Wye was rebuilt during the fall.

1917

Second track was added on E. 7th St. and the right-of-way to Van Dyke Ave. between May and October. (Van Dyke Ave. is one block east of White Bear Ave.)

1920

Parrant's Siding was renamed Goodrich Siding July 22nd. Second track was added on the right-of-way from Van Dyke Ave. to Harvester Ave., resulting in the removal of Kerwin St. Siding, all completed July 29th.

1922

Second track was added on the right-of-way from Harvester Ave. to Maryland Ave. Siding, thus making Autumn Ave. (now Ivy Ave.) the end of double track. Lake Shore Siding on the White Bear Branch line was removed and relocated to between R/W Stations 102+33 and 105+20 during October, and named Bellaire Siding.

1923

Construction of a spur track into the Wildwood Substation building for use by Overhead Dept. wire cars was completed during August. 150 l.f. of the original

240 l.f. spur track was removed.

1924

A crossover was installed 75 ft. east of Duluth Ave. on E. 7th St., completed August 18th. By using the existing crossover of the carhouse trackage, eastbound Stillwater cars could pass Hazel Park local cars on the westbound main track between the two crossovers.

On 2-21-24 the MRR&WC approved the taking up and removal of a certain spur track situated between the M&StPS RR tracks and the NP Ry turntable track at Mahtomedi. The spur track and turntable were constructed by the NP Ry at the request of the M&StPS Ry in connection with the handling of coal to that company's power plant at Wildwood. The track had not been used for approximately three years.

1926

Bellaire Siding on the White Bear branch line was removed; the switches had been removed during 1925 and the remainder of the siding during 1926. The track materials removed were then re-used in the construction of Pennsylvania St. Siding in North St.Paul during September, being placed in service Sept. 16th.
(The siding length was increased 163 l.f. during the installation.) Long Lake Siding was then removed from service October 23rd.

The Hazel Park bridge signals were placed in service 3-29-26; an ABS system, six colored lights, covering 0.18 miles of track.

Various Dates to 1928

The Wildwood (Willernie) to Stillwater track was originally built with 56# T rail. Substantial portions of the original 48# T rail on the St.Paul to Mahtomedi track were subsequently replaced wit 56# T rail. Still later most of this 56# rail between St.Paul and Stillwater was replaced with 5" 80# T rail. The last such projects were:
- Leis to the east, 1923;
- Leis to Parrant's Siding (all except 2.128 miles), 1928-1929; some of the 56# rail removed was re-used on the Bayport line during 1928.

5" 80# T rail was installed on the Wildwood (Willernie)-Mahtomedi branch line during 1928.

1929

Hyacinth Ave. Wye and crossover were rebuilt. Rail from Long Lake Siding was removed; the trolley wire remained intact until 1932 when it was taken down.

1932

Permission was received from the MRR&WC to abandon (1) Wildwood (Willernie) to Stillwater, (2) all Stillwater local lines, and (3) Wildwood to White Bear. The final runs were made August 11, 1932. The Track Dept. began rail removal in White Bear August 11th, Bayport August 12th, and Stillwater August 24th. Track material from the White Bear Wye was used to build the wye at Henry St., North St.Paul, completed September 9th.

1938

727 l.f. of spur tracks were removed south of the highway at the Wildwood Substation. The remaining 300 l.f. was removed in 1940.

1940

1199 l.f. of the outbound (eastbound) track of Wildwood Siding (double track) was removed and the south switch relocated to shorten the siding length to 407 l.f. The crossover east of Duluth Ave. on E. 7th St. was removed.

1942

Two storage tracks were removed from the Wildwood Upper Wye (Willernie) so that only the wye leg remained, 150 l.f. long.

1944

A 620 l.f. siding was installed at the Henry St. Wye, North St.Paul during November. Colby and Soo Line Sidings were taken out of service.

1946

The Wildwood Upper Wye leg was shortened to 100 l.f. The east leg of the Mahtomedi Wye was lengthened 10 l.f. Pennsylvania St. Siding was removed.

1948

Colby Siding was removed, the south switch having been taken up May 15, 1947. Soo Line Siding was removed during June, although the operating bulletin date was January 22, 1948.

1951

Track abandoned November 3rd from Hyacinth Ave. Wye, St.Paul, to Mahtomedi, 8.35 miles.

1952

Track abandoned May 17th from E. 7th St. and Duluth Ave. to the Hyacinth Ave. Wye.

Duluth ave 3.03 from
main ave loop (7 Corners)

STILLWATER DIVISION
COMPOSITE MILEAGE TABLE

Location	Time Period	Per Timetable at Phone Booth	
7th St.& Duluth Ave.		0.00	
Newcombe St. End DT		0.084	
Bock St. siding	1906-1914	0.46	
Van Dyke Ave. End DT	1917-1920	1.37	R/W Map 1.41
Kerwin St. siding	1914-1920	1.61	
Ames Ave. wye	1903?-1911	1.85	
Maryland siding	? -1922	2.42	
Autumn Ave. wye	1911-1952	2.49	
Colby siding	? -1947/48	3.76	
Chair Factory siding	? -1914	4.75	
Pennsyvania siding	1926-1946	4.93?	siding 4.88 to 4.98
NSP carhouse switch	1892- ?	5.11	approx.
Soo Line siding	1914-1948	5.69	
Henry St. wye/siding	1934/44-1951	[6.10]	centerline of street
Pullman siding	? -1914	6.55	
Long Lake siding	1914-1926	7.89	
Wildwood Park siding	? -1951	9.05	shortened 1940
Grant siding	1908-1932	11.01	
Parrant's siding	1914-1932	15.10	
Owen St. Sta. siding	1899-1932	16.12	
Stillwater U.D.		17.51	
Wildwood Park siding		9.05	
Mahtomedi		10.84	
Wildwood Park siding		9.05	
Bellaire siding	1922-1925/26	11.07	
Lake Shore siding	1914-1922	12.62	
White Bear		13.54	

RUNNING TIME (Minutes)

From/To	5-13	5-14	10-14	1-45	10-16
Duluth-Maryland	7				EB9 WB7
Duluth-Hyacinth				9	
Kerwin-Maryland			2		
Maryland-Colby	3	3	3		3
Hyacinth-Colby				4	
Colby-Chair Factory	2				
Colby-Soo Line		7	7	7	7
Chair Factory-Pullman	8				
Soo Line-Henry St.				2	
Henry St.-Long Lake				3	
Soo Line-Long Lake		5	5		5
Pullman-Wildwood	5				
Long Lake-Wildwood		3	3	3	3
Wildwood-Mahtomedi	?	8	8	6	7
Mahtomedi-Wildwood	?	6	7	6	
Wildwood-Grant	5	5	5		4 + 1 wait @Wildwood
Grant-Parrant's	?	7	7		7
Parrant's-Owen St.	?	2 E.B./3 W.B.			3
				40	

Wildwood-White Bear

ISNB 14SB

STILLWATER DIVISION
TRACK
1-1-1926

Description	Tangent & Curved L.F.	Special L.F.	Total L.F.	Total Track Miles
E. 7th St.: Duluth Ave. to R/W at Hazel Ave.	15112.6			
E. 7th St. Crossover		62.6	15175.2	2.874
R/W: E. 7th St. to Owen St., Stillwater	84770.2			
North St.Paul Railroad Crossing		84.2	84854.4	16.071
Maryland St. Crossover		167.8	167.8	.032
Hyacinth Ave. Wye	141.8	407.0	548.8	.104
Colby Siding	596.7		596.7	.113
Soo Line Siding	620.8		620.8	.118
Long Lake Siding	621.0		621.0	.118
Wildwood Siding	1605.8		1605.8	.304
Wildwood Crossover		142.0	142.0	.027
Wildwood Powerhouse Spur Tracks	1020.0		1020.0	.193
Siding off Powerhouse Spur Track	100.3		100.3	.019
Willernie: Yard off the Upper Wye	1148.0		1148.0	.217
Grant Siding	661.7		661.7	.125
Parrant's Siding	619.9		619.9	.117
Mahtomedi Branch Line				1.457
Willernie Upper Wye		495.0	495.0	.094
Mahtomedi Wye	95.4	316.9	412.3	.078
White Bear Branch Line				4.268
Wildwood Lower Wye		465.7	465.7	.088
Bellaire Siding	287.0		287.0	.054
6th & Banning Wye	240.0	352.5	592.5	.112

	Tangent & Curved Miles	Special Miles	
Stillwater			
Owen St. Station	.126	.081	.207
Owen St. Station to 5th & Laurel	.315	.030	.345
5th & Laurel to 3rd & Chestnut	.407	.079	.486
3rd & Chestnut Wye to Union Depot Loop	.288	.228	.516
3rd & Chestnut, including 3rd & Churchill Wye, to Bayport	3.195	.608	3.803
5th & Laurel, including switch, to William & Wilkin	.491	.135	.626
Owen St. Wye and Siding (497.4 l.f.)		.094	.094
Owen St. Station to 3rd & Churchill	1.366	.077	1.443
Total Track			34.103

STILLWATER DIVISION
TROLLEY WIRE
1-1-1926

Description	1/0 Round l.f.	2/0 Fig. 8 l.f.	3/0 Fig. 8 l.f.	3/0 Grooved l.f.	Total l.f.
E. 7th St. and R/W from Duluth Ave. to Owen St., Stillwater	206	21,993	55,098	38,634	115,931
Maryland St. Crossover and Hyacinth Ave. Wye			1,322		1,322
Colby Siding				320	320
Soo Line Siding		242		300	542
Long Lake Siding		654		1,778	2,432
Wildwood Powerhouse Spur Tracks		1,039	343	280	1,662
Wildwood Crossover and Yard east of Willernie Upper Wye		469		1,354	1,823
Grant Siding	540			840	1,380
Parrant's Siding	735			970	1,705
Mahtomedi Branch Line		5,720	1,567		7,287
Willernie Upper Wye		1,756			1,756
Mahtomedi Wye		501			501
White Bear Branch Line		15,265	8,100		23,365
Stillwater		18,768	5,719	14,262	38,749
Totals	1,481	66,407	72,149	58,738	198,775
	1%	33%	36%	30%	37.647 miles

OVERHEAD POLES

Description	Wood	Iron	Set in Walk	Total	Pole Numbers
E. 7th St. and R/W from Duluth Ave. to Owen St., Stillwater	1,590	28	4	1,622	1-721
Mahtomedi Branch Line	163			163	1- 83
White Bear Branch Line	286	108		394	1-197
Stillwater	509	213	73	795	Various
Totals	2,548	349	77	2,974	

STILLWATER DIVISION
1-1-1926

HIGH-TENSION A.C. TRANSMISSION LINE

Como Terminal House: one-story and basement, brick and concrete.
1-A-18 and 1-B-18 underground incoming A. C. cables.

Overhead Transmission Line from Como Terminal House to Owen St. Substation Terminal House.

1/0 bare copper wire	462,732 l.f.
#3 bare copper wire	152,560 l.f.
Wood Poles (numbered 1-1252)	1,202 each

Wildwood Terminal House
- Incoming A.C. Transmission lines 1 and 2.
- Stillwater outgoing A.C. line.
- D.C. outgoing Feeders.
- Underground Cables to Wildwood Substation.

Telephone

Hennepin Island and Lower Dam Power Stations to Como Terminal House:

Underground four-pair #16 cable	10,446.9 l.f.
One wall set in the terminal house.	

Como Terminal House to Wildwood Substation:

Overhead #10 bare copper wire	139,122.0 l.f.

OVERHEAD D.C. FEEDER CABLES
1-1-1926

0 Description	Stillwater Main Line l.f.	Stillwater Local Lines l.f.	Mahtomedi Line l.f.	White Bear Line l.f.	Total l.f.
250,000 c.m. T.B.W.P.		7,274			7,274
300,000 c.m. T.B.W.P.	24,366	3,725			28,091
360,000 c.m. T.B.W.P.	18,225				18,225
500,000 c.m. T.B.W.P.	66,878	150		8,258	75,286
3/0 solid	28,808				28,808
4/0 solid W.P.	62,077	19,569			81,646
4/0 concentric W.P.	3,548			19,569	23,117
Totals	203,902	30,718		27,827	262,447

TELEPHONE SYSTEM

#10 bare copper wire	252,470	72,536	15,520	45,626	386,152

STILLWATER DIVISION
BRIDGES
1-1-1926

R/W Sta.	Location	Description
77+07	Hazel Lake	Hazel Ave. Culvert: 2' x 4' x 26' long; concrete; 1910.
110+00	Hazel Ave. Bridge	Steel Truss 120'6" long; built 1903; over CStPM&O Ry.
368+08		Concrete Culvert: 6' x 41.9'.
438+61		Overhead Concrete Culvert: 24'2" x 22'.
478+08	Wildwood Park	Underground Passageway 10' high x 13' long. Concrete slab added 1921.
565+30	Soo Line Overway	Plate Girder Span 70' built 1900. Two concrete wing walls 1915.
577+50		Concrete Culvert: 21" x 34" x 52'.
626+34		Concrete Culvert: 5' x 7' x 34'.
668+81		Concrete Cattle Pass: 5' x 6' x 14'.
682+95		Concrete Cattle Pass: 5' x 6' x 14'.
703+29		Concrete Cattle Pass: 5' x 8' x 14'.
737+03		Concrete Cattle Pass: 5' x 6' x 14'.
747+19		Concrete Cattle Pass: 5' x 6' x 34'.
757+69		Concrete Cattle Pass: 5' x 6' x 32'.
790+37		Concrete Cattle Pass: 16' x 16' x 64'.
791+69		Concrete Cattle Pass: 5' x 6' x 14'.
804+14		Concrete Cattle Pass: 5' x 6' x 14'.
830+89		Concrete Cattle Pass: 5' x 6' x 20'.
Mahtomedi Branch Line		
490+05		Box Culvert: 12" x 18" x 33'.
White Bear Branch Line		
4+50		Timber Box Culvert: 3' x 2'8" x 26'.
65+75	Birchwood	new Steel Bridge (22'20" I Beams, 20'10" span) and concrete abutments 1913.
101+15	Bellaire	Steel Bridge 1921 (30'20" I Beams).
119+39		Concrete Cattle Pass: 5' x 6' x 16'.

BUILDINGS
1-1-1926

Hyacinth Ave. Wye.
  Comfort Station: 4' x 5' frame; outside screen walls.
Soo Line Crossing.
  Tool House: 14'6" x 18'6" frame; one-story and attic.
Wildwood Park.
  Waiting Station: 14' x 20' concrete foundation, one-story frame; Fence; Underpassage Approach.
  Dispatcher's Office: 8' x 10' frame, one-story.
  Miscellaneous outdoor lighting along R/W.
Wildwood Terminal House.
  13' x 20' one-story and basement, brick; outside stairway.
Wildwood Substation (Powerhouse).
  79' x 131' one-story and basement, brick. Artesian Well 8" to 10" dia., 569' deep.
  Pump House adjoining: 17' x 9' x 10'6" high; all concrete including roof.
Willernie Upper Wye.
  Trainmen's Office: 6'4" x 6'4" x 9' high, frame.
  Comfort Station: 4' x 6' x 6' high at eaves, frame; single slope roof.

Owen St. Station.

Carhouse: 50' x 150' frame; one-story mill construction. At rear: Blacksmith Shop 13' x 29' frame shed (includes 3' x 8' x 26' outside shop); Storage Shed 8' x 16' frame; Comfort Station 4'6" x 6' frame.

Substation: 33' x 50' one-story and basement, brick (general office, substation office, Track Dept. storeroom, Track and Line Dept. office).

WAITING STATIONS
1-1-1926

Location	Size	Matl	Pltfm	Sign	Notes
Autumn Ave.				1	
Helen St.				1	
Center St.				1	
Larpenteur Ave.	8' x 10'	CM	G	1	
Colby Siding				1	
Kimball St.	8' x 10'	CM	G	1	
Indiana Ave.				1	
Pennsylvania Ave.				1	
Margaret St.				1	
Charles St.				1	
Soo Line Siding				1	
Maple St. (Silver Lake)				1	
Long Lake Station	8' x 10'	CM	G	1	
Long Lake Siding				1	
Highway crossing west of Wildwood					1 Yard Limit sign
Willernie				1	
Beaconfield Road					1 Yard Limit sign
Curtin Crossing	8' x 10'	CM	G	1	
Grant	8' x 10'	CM	G	1	
Grant Siding				1	
Leis	8' x 10'	CM	G	1	
Elliott	8' x 10'	CM	G	1	
Masterman	8' x 10'	CM	G	1	
757+69				1	
Goodrich Siding				1	1 End Automatic Block sign
Parrant's Crossing	8' x 10'	CM	G	1	
Owen St. Station					1 ~~End~~ Automatic Block sign
Mahtomedi Branch Line:					
Willernie (upper wye)	8' x 10'	CM	C&G	-	
Forest Heights	8' x 10'	CM	C&G	1	
Lakeview	8' x 10'	CM	C&G	1	
East Shore Park	8' x 10'	CM	C&G	1	
Oakleigh	8' x 10'	CM	C&G	1	
Fairmount	8' x 10'	CM	C&G	1	
Mahtomedi	8' x 10'	CM	C&G	1	
White Bear Branch Line:					
Jay St.				1	
Lakewood	8' x 10'	CM	C	1	
Glenview	8' x 10'	CM	C	-	
Birchwood	8' x 10'	CM	C	1	
Chester	8' x 10'	CM	C	1	

Bellaire	8' x 10'	CM	C	1
Cottage Park	8' x 10'	CM	C	1
Oak Grove (highway crossing)	8' x 10'	CM	G	-
Lake Shore				1

Key to abbreviations:
Material CM = Corrugated Metal
Platform G = Gravel C = Cinders C&G = Cinders & Gravel

TOOL BOX LOCATIONS

Hyacinth Ave. Wye
Colby Siding
Pennsylvania Ave.
Wildwood Lower Wye (highway crossing)
Wildwood Substation: Track Dept. and Line Dept. in building and yard; roadway machinery & tools.
Grant Siding
Goodrich Siding
Bayport Line: Martin's Crossing
Mahtomedi Station
White Bear Wye

Block signal at the east end of Goodrich (Parrant's) siding, photographed March 30, 1926. (John Runk; Robert Bowes collection)

STILLWATER DIVISION
1-1-1926

ROAD CROSSING SIGNALS AND SIGNS

Adams & Westlake "Adlake" oil-burning signals were installed 1922-23 and 1925	
Stillwater Road (Kerwin St.)	2
Larpenteur Ave.	1
Seventh St. (N. St.P.)	2
Division St.	2
403+12	2
Long Lake Station	2
W. Hwy. crossing, Wildwood	2
Willernie	2
Wallace St.	2
Curtin Crossing	2
Grant	2
Leis	2
Elliott	2
Parrant's Crossing	2
Mahtomedi Branch Line:	
East Shore Park	2
White Bear Branch Line:	
Jay St.	2
Cottage Park	2
Oak Grove highway crossing	2

Crossing Signs	
Harvester Ave.	1
Ames Ave.	1
Maryland St.	1
Prospect St.	1
Helen St.	1
Center St.	1
Kimball St.	1
South Ave.	1
Indiana Ave.	2
Pennsylvania Ave.	1
Helen St.	1
Margaret St.	1
Charles St.	1
Soo Line Crossing	2
Soo Line Siding	one semaphore
Maple St. (Silver Lake)	1
Henry St.	1
Beaconfield Rd.	2
594+43 farm road crossing	1
Masterman	2
Lakeland Road, Bayport Line	1
Mahtomedi Branch Line:	
Forest Heights	2
Lakeview	1
Woodland St. crossing	1
541+00	2
Oakleigh	2
Ivey St.	1
Mahtomedi crossing	1
White Bear Branch Line:	
Lakewood	2
Birchwood	2
Schneider crossing	1
Lake Shore	1
Ramaley St.	2
Shady Lane	1

WHISTLE POST LOCATIONS

Main Line	
Helen St.	1
Center St.	1
Larpenteur Ave.	1

Mahtomedi Branch Line	
Forest Heights	2
Lakeview	1
Woodland St. crossing	1

Seventh St.	1
Kimball St.	1
South Ave.	1
Indiana Ave.	1
Helen St.	1
Henry St.	1
358+00	3
Long Lake Siding	2
W.Hwy. crossing, Wildwood	1
Beaconfield Road	3
Curtin Crossing	2
Grant	2
594+43 farm road crossing	2
Leis	2
Elliott	2
Masterman	2
Parrant's Crossing	1
East Shore Park	1
541+00	1
Oakleigh	1
Ivey St.	1

White Bear Branch Line

Wildwood Lower Wye	1
Jay St.	1
Lakewood	1
Glenview	2
Birchwood	1
Chester	2
Bellaire	1
Cottage Park	1

TELEPHONE LOCATIONS

Hazel Ave. bridge, between poles 93-115	1 Booth, 1 wall set.
Between poles 141-163	1 Booth, 1 wall set.
" " 235-260A	1 Booth, 1 wall set.
" " 235-260A	1 Booth, no equipment.
" " 331-356	1 Booth, 1 wall set.
" " 470-497	1 Booth, 1 wall set.
" " 638-665	1 Booth, 1 wall set.
" " 666-689	1 Booth, 1 wall set.

Wildwood Park Dispatcher's Office: 3 wall sets, 6 desk sets.

Stillwater Local Lines	2 Booths, 2 wall sets, 4 boxes with plugs (1 at 3rd & Churchill, 2 on Bayport Line, 1 at ?).

Mahtomedi Branch Line:

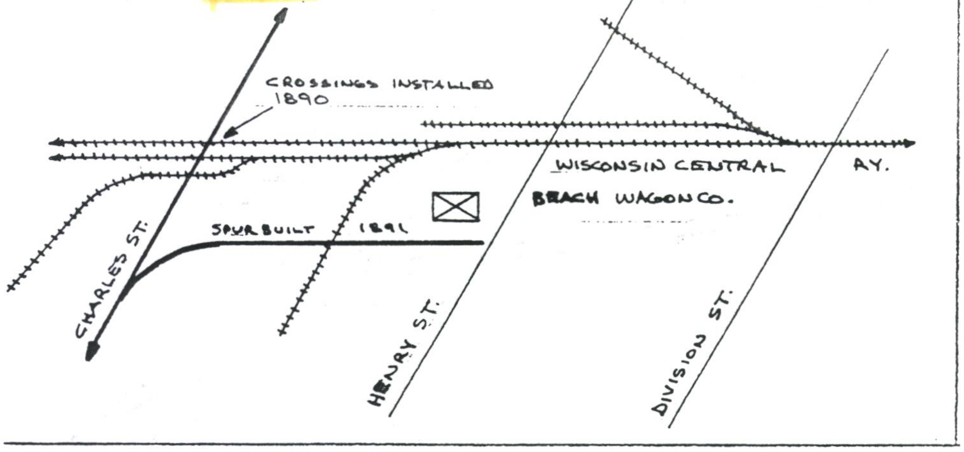
Willernie Upper Wye	1 Booth, 1 wall set.
Mahtomedi Station	1 Booth, 1 wall set.

White Bear Branch Line:

Birchwood (between poles 59-86)	1 Booth, 1 wall set.
Lake Shore	1 Booth, 1 wall set.
White Bear Wye	1 Box with plug.

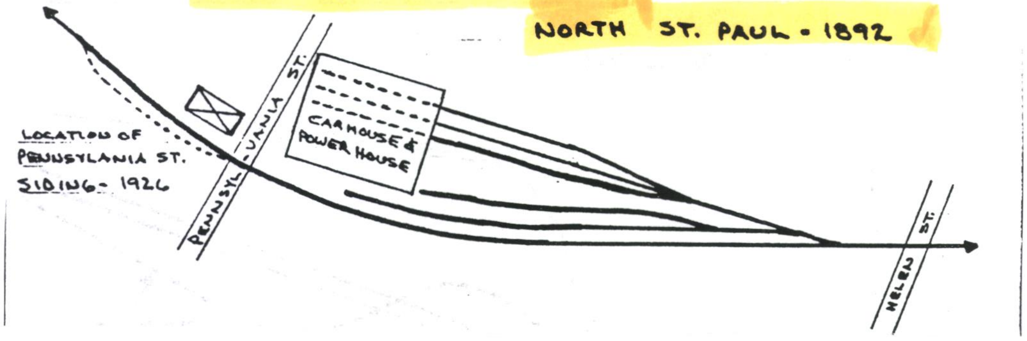
NORTH ST. PAUL R.R.

NORTH ST. PAUL 1890-1891


CROSSINGS INSTALLED 1890
WISCONSIN CENTRAL RY.
BEACH WAGON CO.
SPUR BUILT 1891
CHARLES ST.
HENRY ST.
DIVISION ST.

ST. PAUL & WHITE BEAR R.R.

NORTH ST. PAUL - 1892


LOCATION OF PENNSYLANIA ST. SIDING - 1926
PENNSYLVANIA ST.
CARHOUSE & POWER HOUSE
HELEN ST.

A right-of-way map dated 1-19-1900 covering the section from the Omaha Ry. bridge to Wildwood locates the following.

Description	From	To	L.F.
C. St.P. M. & O. Ry. connection	Removed		
Maryland Siding	59+89	65+14	525
Colby Siding	130+54	136+51	597
Soo Line Siding	232+58	238+74	616
Wildwood Siding	407+60	?	
Wildwood Substation spur track	421+47		
Mahtomedi branch line switch	423+04		

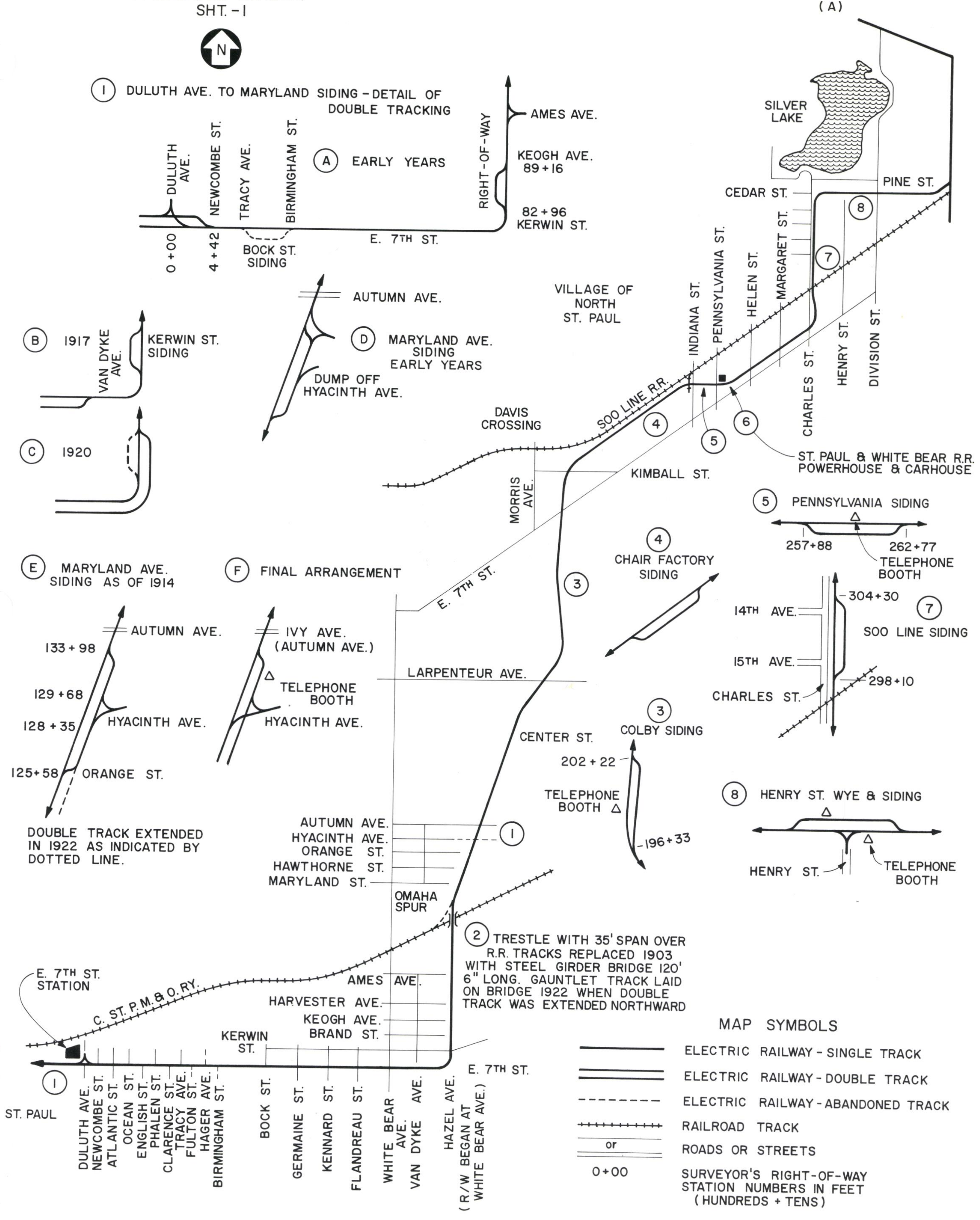
The wye indicated by dotted lines on the map, Inset A, page 83 in the book, appears on this 1900 map but no right-of-way surveyors station numbers are given. The general location appears to be on the east side of Building 25 as shown on the map on page 82 in the book.

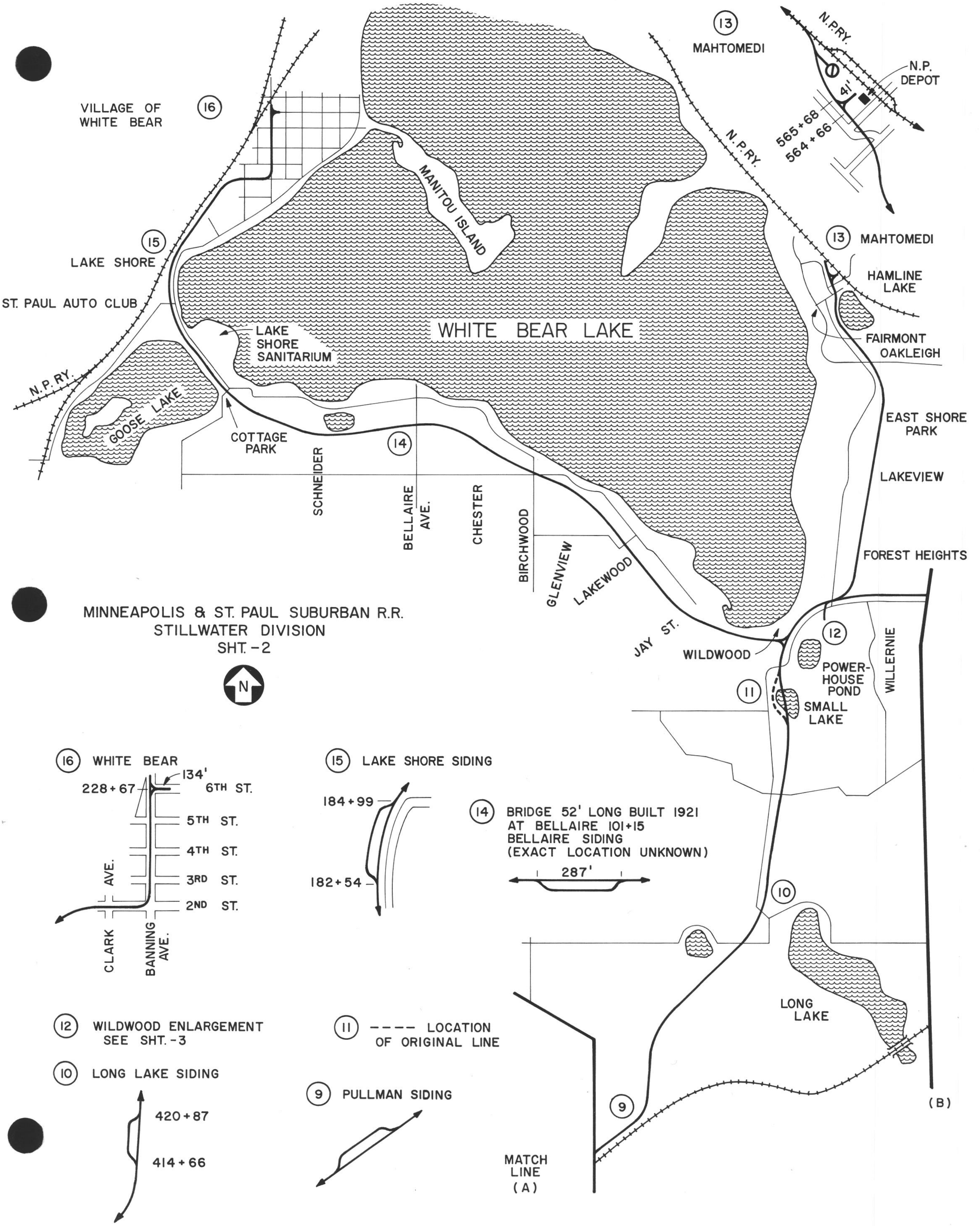
Map, Inset 13, page 81: the right-of-way station numbers are:
switch for turntable spur track 569+54
end of track 570+00

Map, Inset B, page 80: the right-of-way station number for the end of double track at Van Dyke Ave. was 74+36.

apparently 0+00 = White Bear ave & E 7th St.
White Bear ave would be 65+55 from Duluth ave & E. 7th St. (*)
Van Dyke ave 72+22
End of DT 74+36
(*) Based on Paving 1-1-20 65+83

MINNEAPOLIS & ST. PAUL SUBURBAN R.R.
STILLWATER DIVISION
SHT.-1


N
(A)
SILVER LAKE
PINE ST.
CEDAR ST.
① DULUTH AVE. TO MARYLAND SIDING - DETAIL OF DOUBLE TRACKING
Ⓐ EARLY YEARS
DULUTH AVE.
NEWCOMBE ST.
TRACY AVE.
BIRMINGHAM ST.
RIGHT-OF-WAY
AMES AVE.
KEOGH AVE. 89+16
82+96 KERWIN ST.
0+00
4+42
BOCK ST. SIDING
E. 7TH ST.
Ⓑ 1917
VAN DYKE AVE.
KERWIN ST. SIDING
Ⓒ 1920
AUTUMN AVE.
Ⓓ MARYLAND AVE. SIDING EARLY YEARS
DUMP OFF HYACINTH AVE.
Ⓔ MARYLAND AVE. SIDING AS OF 1914
AUTUMN AVE.
133+98
129+68
HYACINTH AVE.
128+35
125+58
ORANGE ST.
DOUBLE TRACK EXTENDED IN 1922 AS INDICATED BY DOTTED LINE.
Ⓕ FINAL ARRANGEMENT
IVY AVE. (AUTUMN AVE.)
TELEPHONE BOOTH
HYACINTH AVE.
VILLAGE OF NORTH ST. PAUL
INDIANA ST.
PENNSYLVANIA ST.
HELEN ST.
MARGARET ST.
CHARLES ST.
HENRY ST.
DIVISION ST.
⑦
⑧
SOO LINE R.R.
DAVIS CROSSING
④
⑤
⑥
ST. PAUL & WHITE BEAR R.R. POWERHOUSE & CARHOUSE
KIMBALL ST.
MORRIS AVE.
⑤ PENNSYLVANIA SIDING
257+88
262+77
TELEPHONE BOOTH
④ CHAIR FACTORY SIDING
E. 7TH ST.
③
304+30
⑦ SOO LINE SIDING
14TH AVE.
15TH AVE.
CHARLES ST.
298+10
LARPENTEUR AVE.
CENTER ST.
③ COLBY SIDING
202+22
TELEPHONE BOOTH
196+33
⑧ HENRY ST. WYE & SIDING
HENRY ST.
TELEPHONE BOOTH
AUTUMN AVE.
HYACINTH AVE.
ORANGE ST.
HAWTHORNE ST.
MARYLAND ST.
①
OMAHA SPUR
② TRESTLE WITH 35' SPAN OVER R.R. TRACKS REPLACED 1903 WITH STEEL GIRDER BRIDGE 120' 6" LONG. GAUNTLET TRACK LAID ON BRIDGE 1922 WHEN DOUBLE TRACK WAS EXTENDED NORTHWARD
E. 7TH ST. STATION
C. ST. P.M. & O. RY.
AMES AVE.
HARVESTER AVE.
KEOGH AVE.
BRAND ST.
KERWIN ST.
E. 7TH ST.
①
ST. PAUL
DULUTH AVE.
NEWCOMBE ST.
ATLANTIC ST.
OCEAN ST.
ENGLISH ST.
PHALEN ST.
CLARENCE ST.
TRACY AVE.
FULTON ST.
HAGER AVE.
BIRMINGHAM ST.
BOCK ST.
GERMAINE ST.
KENNARD ST.
FLANDREAU ST.
WHITE BEAR AVE.
VAN DYKE AVE.
HAZEL AVE.
(R/W BEGAN AT WHITE BEAR AVE.)
MAP SYMBOLS
ELECTRIC RAILWAY - SINGLE TRACK
ELECTRIC RAILWAY - DOUBLE TRACK
ELECTRIC RAILWAY - ABANDONED TRACK
RAILROAD TRACK
or
ROADS OR STREETS
0+00
SURVEYOR'S RIGHT-OF-WAY STATION NUMBERS IN FEET (HUNDREDS + TENS)


13
MAHTOMEDI
N.P.RY.
N.P. DEPOT
41'
565+68
564+66
N.P.RY.
VILLAGE OF WHITE BEAR
16
15
LAKE SHORE
ST. PAUL AUTO CLUB
MANITOU ISLAND
13
MAHTOMEDI
HAMLINE LAKE
FAIRMONT
OAKLEIGH
WHITE BEAR LAKE
LAKE SHORE SANITARIUM
N.P. RY.
GOOSE LAKE
COTTAGE PARK
14
SCHNEIDER
BELLAIRE AVE.
CHESTER
BIRCHWOOD
GLENVIEW
LAKEWOOD
EAST SHORE PARK
LAKEVIEW
FOREST HEIGHTS
JAY ST.
WILDWOOD
12
11
POWER-HOUSE POND
SMALL LAKE
WILLERNIE
N
10
LONG LAKE
9
(B)
MATCH LINE (A)
6TH ST.
5TH ST.
4TH ST.
3RD ST.
2ND ST.
AVE.
CLARK
BANNING AVE.
134'
228+67
184+99
182+54
287'
420+87
414+66

MINNEAPOLIS & ST. PAUL SUBURBAN R.R.
STILLWATER DIVISION
SHT. -2

⑯ WHITE BEAR

⑮ LAKE SHORE SIDING

⑭ BRIDGE 52' LONG BUILT 1921 AT BELLAIRE 101+15
BELLAIRE SIDING
(EXACT LOCATION UNKNOWN)

⑫ WILDWOOD ENLARGEMENT SEE SHT. -3

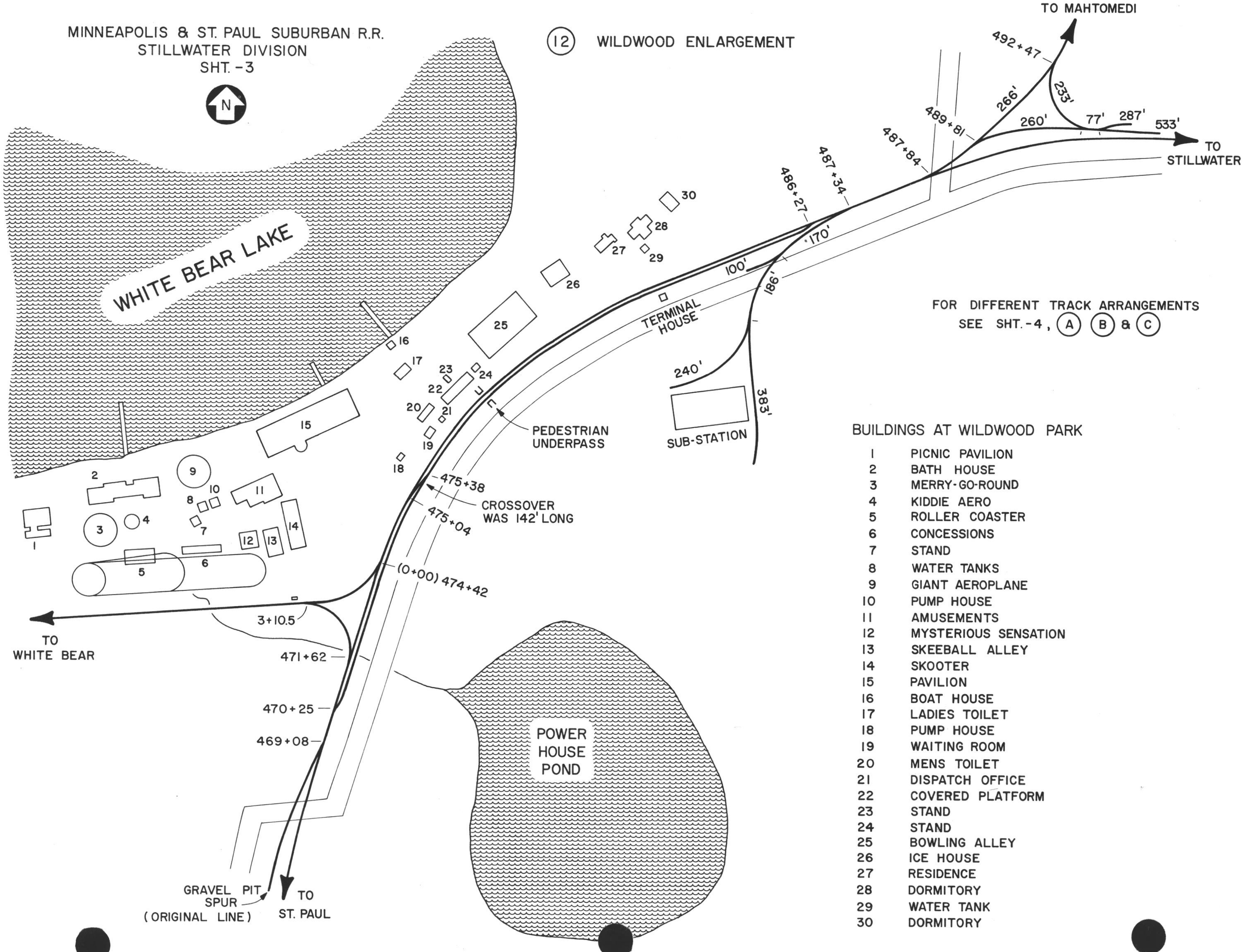
⑪ ---- LOCATION OF ORIGINAL LINE

⑩ LONG LAKE SIDING

⑨ PULLMAN SIDING

MINNEAPOLIS & ST. PAUL SUBURBAN R.R.
STILLWATER DIVISION
SHT. -3

⑫ WILDWOOD ENLARGEMENT


N
WHITE BEAR LAKE
TO MAHTOMEDI
492+47
233'
266'
260'
77'
287'
533'
TO STILLWATER
489+81
487+84
487+34
486+27
170'
100'
186'
TERMINAL HOUSE
240'
383'
SUB-STATION
PEDESTRIAN UNDERPASS
475+38
CROSSOVER WAS 142' LONG
475+04
(0+00) 474+42
3+10.5
TO WHITE BEAR
471+62
470+25
469+08
POWER HOUSE POND
GRAVEL PIT SPUR (ORIGINAL LINE)
TO ST. PAUL
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30

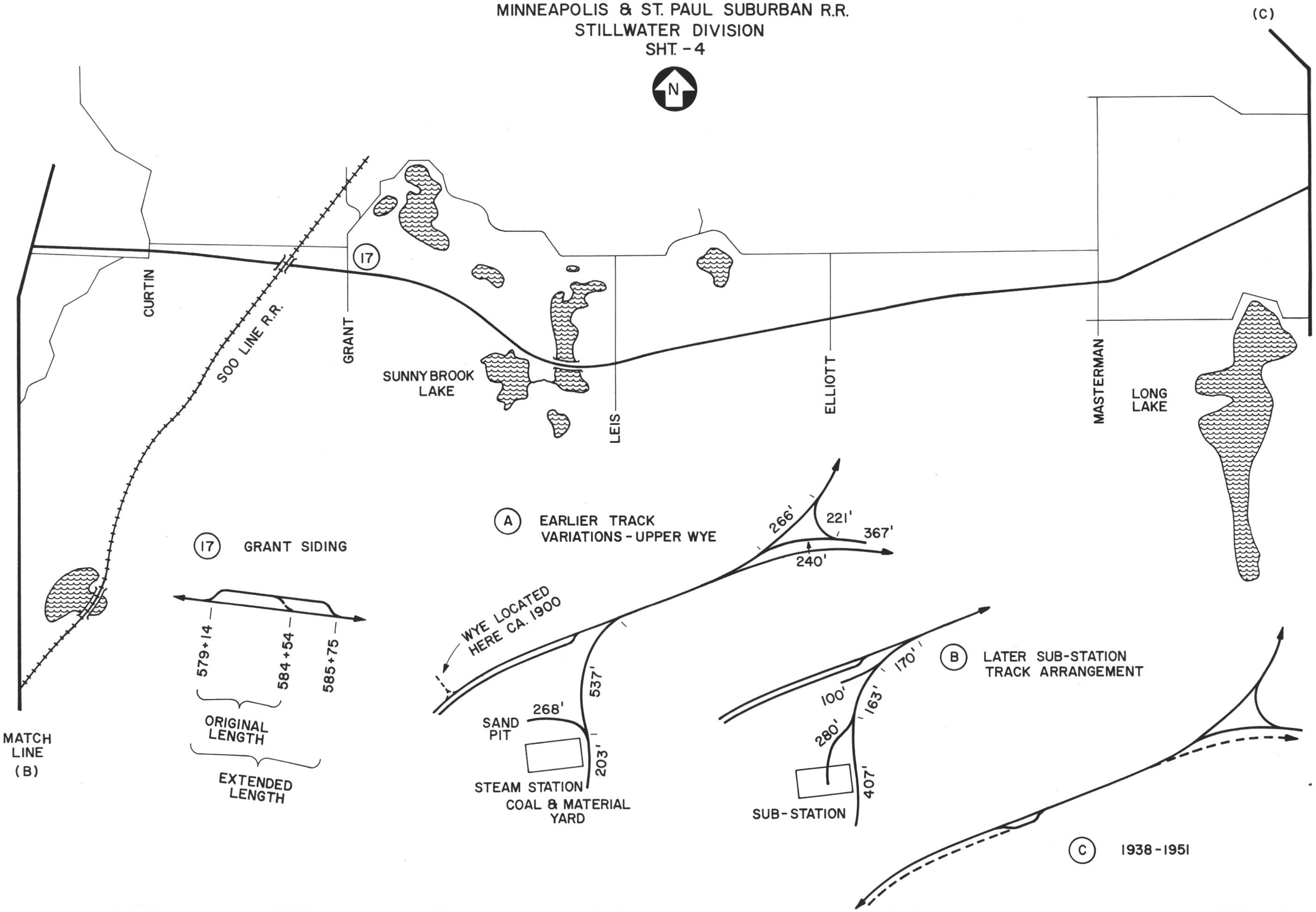
FOR DIFFERENT TRACK ARRANGEMENTS
SEE SHT.-4, Ⓐ Ⓑ & Ⓒ

BUILDINGS AT WILDWOOD PARK

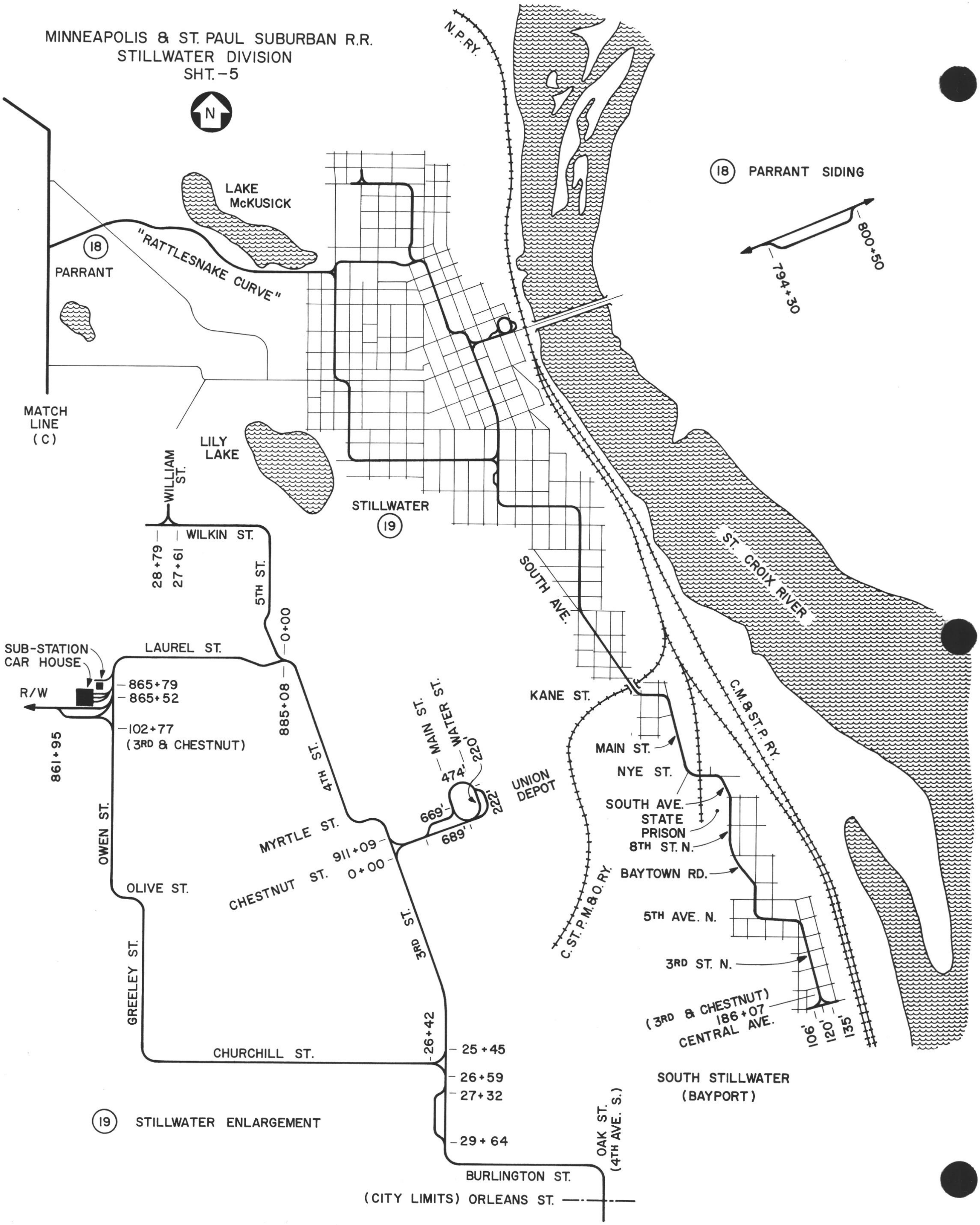
1	PICNIC PAVILION
2	BATH HOUSE
3	MERRY-GO-ROUND
4	KIDDIE AERO
5	ROLLER COASTER
6	CONCESSIONS
7	STAND
8	WATER TANKS
9	GIANT AEROPLANE
10	PUMP HOUSE
11	AMUSEMENTS
12	MYSTERIOUS SENSATION
13	SKEEBALL ALLEY
14	SKOOTER
15	PAVILION
16	BOAT HOUSE
17	LADIES TOILET
18	PUMP HOUSE
19	WAITING ROOM
20	MENS TOILET
21	DISPATCH OFFICE
22	COVERED PLATFORM
23	STAND
24	STAND
25	BOWLING ALLEY
26	ICE HOUSE
27	RESIDENCE
28	DORMITORY
29	WATER TANK
30	DORMITORY

AVERY® C
PV119ED

MINNEAPOLIS & ST. PAUL SUBURBAN R.R.
STILLWATER DIVISION
SHT. - 4


N
(C)
CURTIN
SOO LINE R.R.
GRANT
17
SUNNY BROOK LAKE
LEIS
ELLIOTT
MASTERMAN
LONG LAKE
MATCH LINE (B)
17 GRANT SIDING
579+14
584+54
585+75
ORIGINAL LENGTH
EXTENDED LENGTH
A EARLIER TRACK VARIATIONS - UPPER WYE
266'
221'
367'
240'
WYE LOCATED HERE CA. 1900
537'
268'
SAND PIT
203'
STEAM STATION
COAL & MATERIAL YARD
B LATER SUB-STATION TRACK ARRANGEMENT
170'
100'
163'
280'
407'
SUB-STATION
C 1938-1951

MINNEAPOLIS & ST. PAUL SUBURBAN R.R.
STILLWATER DIVISION
SHT.-5


N
N.P.RY.
LAKE McKUSICK
⑱ PARRANT SIDING
800+50
794+30
⑱
PARRANT
"RATTLESNAKE CURVE"
MATCH LINE (C)
LILY LAKE
STILLWATER
⑲
ST. CROIX RIVER
SOUTH AVE.
WILLIAM ST.
WILKIN ST.
28+79
27+61
5TH ST.
0+00
LAUREL ST.
SUB-STATION
CAR HOUSE
R/W
865+79
865+52
102+77
(3RD & CHESTNUT)
861+95
885+08
4TH ST.
OWEN ST.
MAIN ST.
WATER ST.
474'
220'
222'
669'
689'
UNION DEPOT
MYRTLE ST.
911+09
0+00
CHESTNUT ST.
OLIVE ST.
3RD ST.
GREELEY ST.
KANE ST.
MAIN ST.
NYE ST.
SOUTH AVE.
STATE PRISON
8TH ST. N.
BAYTOWN RD.
5TH AVE. N.
3RD ST. N.
C.M.& ST.P. RY.
C. ST.P.M.& O. RY.
(3RD & CHESTNUT)
186+07
CENTRAL AVE.
106'
120'
135'
26+42
25+45
26+59
27+32
29+64
CHURCHILL ST.
SOUTH STILLWATER (BAYPORT)
OAK ST. (4TH AVE. S.)
BURLINGTON ST.
(CITY LIMITS) ORLEANS ST.

⑲ STILLWATER ENLARGEMENT

STILLWATER DIVISION
RAIL WEIGHTS
1-1-1926

SUMMARY

Main Line and Branch Lines:	48#	11,316.6 LF	9%
	56#	13,391.0 LF	10%
	80#	103,519.0 LF	79%
	91# and 93#	2,900.2 LF	2%
		131,126.8 LF	
Stillwater-Bayport Line:	Miscellaneous	667.8 LF	2%
	56#	20,576.4 LF	59%
	5" 80#	10,352.8 LF	30%
	7" 80#/8" 79#	1,770.5 LF	5%
	91#	1,554.0 LF	4%
		34,921.5 LF	

DETAIL

0+00	to	72+22	E.7th St.:Duluth Ave.- Van Dyke Ave.	7" 91# (1917 W.B.)	1,077.6 LF
				7" 93# (1924 E.B.)	1,822.6 LF
			(R/W began at Van Dyke)	5" 80# (1916-17)	11,456.4 LF
72+22	to	76+00	E.7th St.:Van Dyke-curve @ Hazel Ave.	5" 80# (1916-17)	756.0 LF
76+00	to	81+00	Hazel Ave. curve	5" 80#	1,000.0 LF
81+00	to	176+13.2	Hazel Ave.R/W: E.7th St.-Larpenteur	5" 80# (1904-1922)	14,739.6 LF
176+13.2	to	827+15.5	R/W: Larpenteur-Stillwater city limits	4" 48# (Note 1)	1,264.2 LF
			(includes the sidings and Wildwood	4" 56# (Note 1)	11,619.3 LF
			double track)	5" 80#	57,045.0 LF
487+52	to	564+44.0	Mahtomedi branch line (excludes	4" 48# (Note 2)	5,428.8 LF
			special track)	4" 56# (Note 2)	1,771.7 LF
			487+52.9 to 492+43.8	5" 80#	490.9 LF
2+43.9	to	181+14	White Bear branch line (to end of open	5" 80#	17,870.1 LF
186+70	to	188+31	track at Lake Ave. and Shady Rd.)	5" 80#	161.0 LF
181+14	to	186+70		4" 48#	556.0 LF
188+31	to	196+50		4" 48#	819.0 LF
In White Bear from Lake Ave.&Shady Rd. to end of track				4" 48# (built 1904)	3,248.6 LF
					131,126.8 LF

Stillwater local lines and Bayport line (excludes special track):

Owen St. Station:	35#/56#/78# Gdd/5" 80#	667.8 LF
	4" 56# (Note 1)	20,576.4 LF
	5" 80#	10,352.8 LF
Union Depot loop, Chestnut St., 3rd St.	8" 79#	83.9 LF
Union Depot loop, Chestnut St., 3rd St.	7" 80#	1,686.6 LF
3rd St., Chestnut St., to Churchill St.	7" 91#	1,554.0 LF
		34,921.5 LF

NOTE 1

	48#	56#	80#	Replaced with new 5" 80#			
469+97.5 to 486+03.3	1264.2	383.2	1564.2	(Wildwood: total 3211.6)			
638+16.0 to 650+69.5		1253.5		638+14.8 to 650+69.8	1254.0	Jul 1928	(*)
674+44.6 to 712+50		3805.4		674+14.5 to 712+67.2	3836.2	Aug 1928	(*)
723+40.1 to 740+99.5		1759.5		723+40 to 741+22.4	1782.4	Jul 1928	(*)
749+49.1 to 793+66.8		4417.7		748+99 to 793+67	4468.0	Aug 1929	
	1264.2	11619.3					
	======	=======					

(*) The used 56# rail from these locations replaced old 56# rail at these locations on the Bayport line Aug 1928 due to raising track to new street grade.

On 4th Ave. (Oak St.)	from Burlington	to Orleans St.	202.3	LF
On 4th Ave. (Oak St.)	from Orleans St.	to South Ave.	1057.7	LF
On South Ave.	from Oak St.	to Cadet St.	?	LF
On South Ave.	from Prairie	to 5th St.	300	LF

NOTE 2

These two sections total 7200.5 LF. The Authorization states 7264 LF was replaced with relayer 5" 80# rail Aug-Sep 1928.

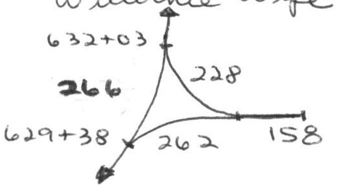
NORTH ST PAUL

STILLWATER DIVISION
TRACK MAP AFTER 1932 ABANDONMENTS

0+00 7th & Wabasha Streets.	From	To	LF
Colby Siding	335+70	341+68	597
Pennsylvania Siding	397+22	402+12	490
Soo Line Siding	437+45	443+65	620
Henry St. Wye	No R/W	stations	indicated
Long Lake Siding: abandoned	[554+02	560+22	620]
Wildwood: begin double track; abandoned	[609+66		]
Wildwood: White Bear Wye; abandoned	[611+07		]
Wildwood Siding	621+65	625+72	407
Wildwood Substation spur track: abandoned	[626+91		]
Willernie Wye Inset 1	629+38	632+03	265
Mahtomedi Wye Inset 2	704+23	705+25	102
Bayport Wye Inset 3	Shows additional	measurements	

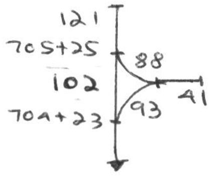
Inset 1

Willernie Wye


632+03
266
228
629+38
262
158

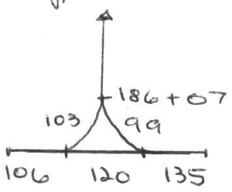
Inset 2

Mahtomedi Wye

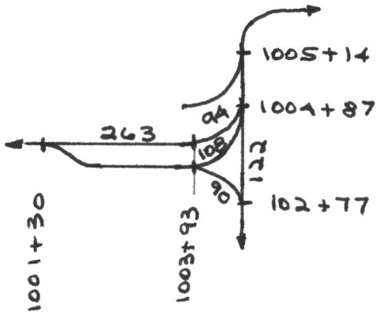

121
705+25
88
102
41
704+23
93

Inset 3

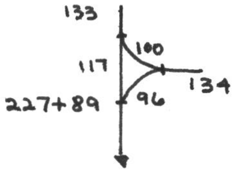
Bayport Wye


186+07
103
99
106
120
135

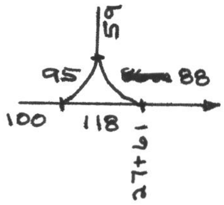
Owen St. Station


1005+14
1004+87
263
94
108
122
90
102+77
1001+30
1003+93

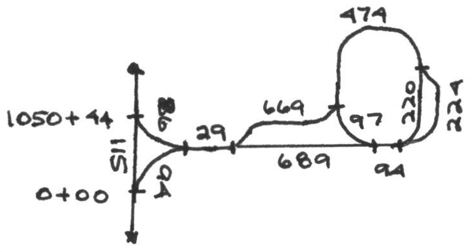
White Bear Wye


133
100
117
134
227+89
96

William & Wilkin Sts.


50
95
88
100
118
27+61

Union Depot Loop


474
1050+44
98
29
669
97
220
224
511
689
94
0+00
94

STILLWATER DIVISION

CONSTRUCTION

7-27-99	Tunnel under Wisconsin Central Ry. track completed.
8-14-99	Trackwork completed (Mon.).
8-16-99	Trolley wire completed (Wed.). Work cars operating to Stillwater.
8-21-99	Thomas Lowry had inspected the line.

3-1-1902 SRJ

20 miles long. Six fare zones, 5¢ per zone. Thirty minute service using 5 cars, 18 hours per day. Heavy summer traffic to Wildwood Park.

5-1-1913 Employees Timetable
Wilkin St.-South Stillwater line Route Mileage

William and Wilkin Streets	0.00	
5th and Laurel	0.59	(0.38 from Owen St. Station)
Stillwater Union Depot	1.60	
3rd and Churchill	2.33	
3rd & Churchill Siding	2.38	
South Stillwater	5.39	

COMPOSITE MILEAGE TABLE
(From my work in the early 1950;s)

7th St. and Duluth Ave.	0.00
Bock St. siding	0.46
Kerwin St. siding	1.54
Ames Ave. wye (Hazel Park)	1.68
Maryland Ave. siding	2.41
Colby Siding	3.74
Chair Factory siding	4.75
Pennsylvania siding	4.98
Soo Line siding	5.62
Pullman siding	6.55
Long Lake siding	7.82
Wildwood Park siding	9.04
Grant siding	11.00
Parrant's siding	15:03
Owen St. Station siding	16.11
Stillwater Union Depot	17.50

Wildwood to Mahtomedi	1.79
Wildwood to White Bear	4.49

1-1-20

[Double track ended at Van Dyke ave.]

East 7th St.	LF	Miles
Duluth ave to Phalen ave. Granite Block and Brick	1477.15	.27976
Phalen ave to White Bear ave. Dirt	5106.30	.96710
Total	6583.45	1.24686

Hazel ave. curve was 402.7 LF (single track) 5" 80# T rail with bolted or spiked guard rail

Ames Ave. Wye to Mahtomedi   -1-

	Initials	Date
Prepared By		
Approved By		

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	1	2	3	4
	R/W Map 7&Dul = 0+00	L.F.	L.F. Cumulative	
CStPM&O Ry. Bridge	110+00	120	120	
		194	314	
Curve 6°	113+14 116+60	346	660	
		827	1487	
Maryland Siding	124+87 133+26	839	2326	
Curve 1° Starts before switch	132+97 136+97	371	371	
		1452	1823	
Curve 3°	151+49 158+49	700	2523	
		1924	4447	
Curve 4°	177+73 189+74	1201	5648	
		635	6283	
Colby Siding switch	196+09	61	6344	
Curve 3°	196+70 200+73	403	6747	
Colby Siding switch	202+08	135	6882	
		1784	8666	
Curve 6°	219+92 228+18	856	9522	
		2384	11906	
Curve ?°	252+32 256+11	379	12285	
		177	12462	
Pennsylvania Siding	257+88 262+77	489	12951	
Curve 4° Starts before switch	261+59 266+27	350	13301	
		1973	15274	
Curve ° not stationed Est.	286+00 290+00	400	15674	
		779	16453	
Soo Line Siding	297+79 303+98	619	17072	
		952	18024	
Curve 300' radius Est	313+50 318+50	500	18524	
Henry St centerline (Siding was 620 LF)	321+96	346	18870	
Division St. centerline	328+06	610	19480	
		786	20266	
Curve 10°	335+92 339+79	387	20653	
Pullman Siding Tel. Booth 6.55 345+84		1374	22027	
Curve 8°	353+53 360+11	658	22685	
		696	23381	
Curve 4°	367+07 378+88	1181	24562	
		2407	26969	
Curve 4°	402+95 413+46	1051	28020	

Ames Ave. Wye to Mahtomedi

-2-

	Initials	Date
Prepared By		
Approved By		

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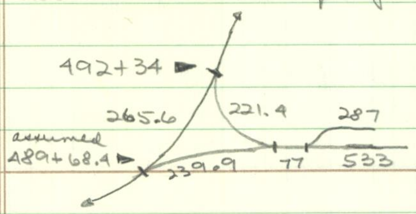
	1 R/W Map	2 L.F	3 L.F. Cumulative	4
		106	28126	
Long Lake Siding	414+52 420+72	620	28746	
		1021	29767	
Curve 1°	430+93 432+62	169	29936	
		1718	31654	
Curve 2°	449+80 454+49	469	32123	
		836	32959	
Curve 3°	462+85 469+20	635	33594	
		413	34007	
Curve 6°	473+33			
Wildwood Siding switch (cross-over)	474+79	146	34153	
Siding = 1124 LF	482+03	724	34877	
Wildwood Siding switch	486+03	400	35277	
		144	35421	
Curve 7°	487+47 496+27	880	36301	
		1923	38224	
Curve 2°	515+5- 518+2-	270	38494	
		1732	40226	
Curve 6°	535+52 542+52	700	40926	
		80	41006	
Curve 2°	543+32 548+15	483	41489	
		705	42194	
Curve 10°	555+20 560+22	502	42696	
		13	42709	
Curve 10°30'	560+35 564+10	375	43084	
		32	43116	
Mahtomedi Wye	564+66 565+68	102	43218	8.185 miles
Turntable switch	569+54	386	43604	
NPRy connection	Est 570+50	120	43724	8.28 miles

Wildwood Car Storage Yard



Wildwood to Stillwater

	Initials	Date
Prepared By		
Approved By		

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MADE IN U.S.A.

	1	2	3	4
	R/W Map	L.F.	Cumulative L.F.	
Wildwood Siding - East Switch	486+03			
	489+09	306	306	
Curve	492+74	365	671	
	532+10	3936	4607	
Curve 30'	543+50	1140	5747	
	578+75	3525	9272	
Grant Siding	585+36	661	9933	
	590+54	518	10451	
Curve 4°	598+14	760	11211	
	621+48	2334	13545	
Curve 5°	630+82	934	14479	
	713+06	8224	22703	
Curve 1°	722+01	895	23598	
	741+74	1973	25571	
Curve 3°	749+40	766	26337	
	793+87	4447	30784	
Parrant's Siding	800+07	620	31404	
	806+69	662	32066	
Curve 6°	816+57	988	33054	Rattlesnake Curve 4134 LF
	819+21	264	33318	
Curve 8°	825+04	583	33901	
	826+20	116	34017	
Curve 8°	834+40	820	34837	
	838+26	386	35223	
Curve 5°	848+03	977	36200	
	854+36	633	36833	
Curve 7°	858+22	386	37219	
	859+45	123	37342	
Owen St. Siding - West Switch R/W	861+54.5	209.5	37551.5	
Curve 7°	862+67	112.5	37664	
Owen St. Siding - East Switch St.	865+11.5	244.5	37908.5	
			7.18 miles	

OPERATIONS

OPERATIONS

STILLWATER DIVISION

DOWNTOWN ST.PAUL ROUTE

September 1899: E. 7th St. - Cedar St. - E. 8th St. - Wabasha St. - E. 5th St. - Broadway St. - E. 7th St. By 1900 the route had been changed to E. 7th St. - Wabasha St. - E. 5th St. - Broadway St. - E. 7th St. During 1901 this was changed back to the 1899 route, called the Cedar St. Loop. The Cedar St. Loop was listed in the Employes Timetable effective May 15, 1913.

The Employes Timetable effective May 17, 1914, showed milepost 0.00 as the Seven Corners Terminal. This was the Main Ave. loop off W. 7th St. During 1915 the trains were again using the Cedar St. Loop. During 1916 and 1917 the Seven Corners Terminal (Main Ave. Loop) was the terminal.

In 1919 the route was changed to E. 7th St. - Broadway St. - E. 5th St. - wye at 5th and Sibley Streets, backing down Sibley St. to the St.Paul Union Depot at 4th St. - return via the same route. By April 1, 1925, this had been revised to E. 7th St. - Robert St. - E. 5th St. - wye at 5th and Sibley Streets - return via the same route. This route was still in effect as of June 1930 and presumably until abandonment August 11, 1932.

FREQUENCY OF SERVICE

"Stillwater Interurban"

The "Stillwater Interurban" line provided daily 30-minute service, 6 a.m. to midnite, downtown St.Paul to the Stillwater Union Depot, from its opening in August 1899. This service required five cars. Little is known about the service to Mahtomedi during the early years. A hotel and picnic grounds (not owned by TCRT) was located there. During periods of light traffic, a single-truck, double-end, closed passenger motor car operated a shuttle service between Wildwood and Mahtomedi, connecting with main line trains at Wildwood. This shuttle service consisted of seven round trips per day, three in the morning, one at noon, and three in the afternoon.

Through service from Minneapolis to Stillwater was begun Sunday, July 14, 1901. The initial schedule with subsequent revisions is appended. No further operating bulletins were found in the company files so it appears that this service probably ended during 1901.

When the White Bear branch line was opened in 1904, through trains were operated from St.Paul to White Bear and Mahtomedi only at certain times, with one train running between White Bear and Mahtomedi at other times, connecting with main line trains at Wildwood. Effective September 11, 1905, the WHITE BEAR & MAHTOMEDI line was formed, consolidating the previously separate operations. During the winter of 1905-1906 service to Mahtomedi was suspended. Schedules of the 1908 to 1910 period indicate that 60-minute service was provided to White Bear and Mahtomedi, but from late October through early April Mahtomedi had only seven daily round trips, leaving St.Paul at 6:15 a.m., 7:00 a.m., 8:00 a.m., 12:00 noon, 4:00 p.m., 4:55 p.m., and 5:55 p.m.

Effective June 10, 1912, through service from St.Paul to White Bear and Mahtomedi was operated only during the morning and evening rush hours providing 30-minute service to the two communities. During other hours a shuttle train operated between White Bear and Mahtomedi, connecting with Stillwater trains at Wildwood, providing 60-minute service to those communities.

MINNEAPOLIS TO WILDWOOD AND STILLWATER
THROUGH SERVICE 1901

Began Sunday July 14, 1901 at 1:15 p.m.

Leave 31st & Hennepin every ½ hour for Wildwood.
Leave Hennepin & Washington every hour for Stillwater.
Leave Stillwater 3:35, 4:35 and 5:35 p.m. for Minneapolis.
Leave Wildwood every hour from 4:09 through 10:12 p.m. for Minneapolis.

Weekdays One Car Only

Leave 31st & Hennepin 7:00 p.m. for Wildwood.
Leave Hennepin & Washington 7:18 p.m. for Stillwater.
Leaves Wildwood 10:32 p.m. for Minneapolis. (Starts here instead of Stillwater as Stillwater merchants were afraid people would shop in Minneapolis.)

Service Increased Saturday August 10, 1901

Lv.H.& W.	Arr.Wild.	Arr.Still.	Lv.Still.	Lv.Wild.	Arr.H.& W.
1:15 p.m.	2:53 p.m.	3:25 p.m.	3:35 p.m.	4:08 p.m.	5:45 p.m.
1:45	3:23	4:25	4:35	5:08	6:45
2:15	3:53	5:25	5:35	6:08	7:45
2:45	4:23			7:08	8:45
3:15	4:53			8:08	9:45
6:15	7:53			8:38	10:15
7:15	8:53			9:08	10:45
				9:38	11:15
				10:12	11:45

Weekday Service

Lv.H.& W.	Arr.Wild.	Lv.Wild.	Arr.H.& W.
1:10 p.m.	2:42 p.m.	4:12 p.m.	5:45 p.m.
2:10	3:42	6:12	7:45
3:10	4:42	8:12	9:45
4:10	5:42	9:12	10:45
7:18#	8:42	10:32	11:56#

This car left 31st & Henn. at 7:00 p.m. and arrived back there at 12:15 a.m.

Additional service was provided in rush hours between St.Paul and Maryland Siding, and between St.Paul and Wildwood. The Weekday and Sunday Employes Timetables effective October 1st and 2nd, 1916, appended, describe in more detail how this service was provided.

To handle the heavy Sunday and holiday traffic between St.Paul and Wildwood Park, extra runs were operated between most of the regular runs so as to provide 15-minute service between those two points. This heavy traffic often required five or six sections of many regular trains. Unfortunately we have not located an employees timetable for the May thru September period that describes how this service was operated.

Lightweight train 2000-2000A was assigned to Duluth Ave. Station during April to September 1920. A photograph shows it with HAZEL PARK destination signs. We have learned that on May 21, 1920, it was used on an excursion to Stillwater.

Several public timetables have been located which depict the decline in service during the 1920's and 1930's.

Timetable #66 effective 9-8-1924 showed that service to Stillwater, White Bear and Mahtomedi was already on an hourly basis. Rush hour service was: half-hourly to Stillwater; one half-hourly trip each a.m. and p.m. to Mahtomedi; one a.m. and p.m. trip to Wildwood; the 5:35 p.m. run operated non-stop from St.Paul to Stillwater. Stillwater service on Saturday and Sunday afternoons was half-hourly.

Timetable #76 was effective 9-10-1928. The half-hourly service to Stillwater on weekend afternoons had been discontinued; thus Saturday service was similar to weekday service and Sunday service was all on an hourly basis. Four weekday morning rush hour trips from Stillwater to St.Paul ran non-stop from Wildwood to 6th and Robert Streets. Three connecting trips from Mahtomedi transferred passengers at Wildwood to these non-stop runs, while one trip from Mahtomedi ran non-stop from Wildwood to St.Paul as the second section of the Stillwater run.

Timetable #78 effective 5-25-1929 indicated that service to Stillwater, White Bear and Mahtomedi was still on an hourly basis. Several additional rush hour trips gave each locality some half-hourly service.

The timetable effective 6-22-1930 revealed that weekday service to Stillwater was on 2-hour headway with some runs added in the morning and evening rush hours to provide hourly headway during those periods. The White Bear line was on 2-hour headway provided by through trains from St.Paul. The Mahtomedi line had variable headway: half-hourly, hourly, and 2-hourly, much of it provided by through trains from St.Paul. The morning rush hours saw a number of round trips between St.Paul and Wildwood, with the two westbound Stillwater trains during that period running non-stop from Wildwood to 6th and Robert Streets. The evening rush hour was an interesting operation (time is at 6th and Robert Streets).

4:08 p.m.	One section to Stillwater, running non-stop to Autumn Ave. (end of double track).
4:38 p.m.	Two sections: one to White Bear and one to Mahtomedi, both running non-stop to Autumn Ave.
5:08 p.m.	Two sections: one to Stillwater, running non-stop to Margaret St. (North St.Paul) and one to Mahtomedi, running non-stop to Autumn Ave.
5:22 p.m.	One section to Wildwood, running non-stop to Autumn Ave.
5:38 p.m.	Two sections: one to White Bear, running non-stop to Autumn Ave., and one to Mahtomedi, running non-stop to Kimball St. (North St.Paul).
6:08 p.m.	Two sections: one to Stillwater, running non-stop to Margaret St., and one to Mahtomedi, running non-stop to Autumn Ave.
6:38 p.m.	One section to White Bear, running non-stop to Autumn Ave.

Timetable #82 effective 7-18-1932 was probably the last schedule operated. It was essentially the same as the 6-22-1930 schedule. Stillwater Sunday service was all two-hourly. However the Mahtomedi line had half-hourly morning and evening rush hour service with two-hourly mid-day service.

Service from Wildwood to White Bear and Stillwater was discontinued August 11, 1932. The GRAND AVE. line in St.Paul was then extended to Mahtomedi as the GRAND-MAHTOMEDI line using mostly standard streetcars. The first car left Duluth Ave. Station for Wildwood at 5:05 a.m. Thursday and left Wildwood for St.Paul at 5:31 a.m. The first GRAND AVE. to Mahtomedi left 7th and Wabasha Sts. at 5:58 a.m. and left Mahtomedi for St.Paul at 6:29 a.m. Short line service continued to Hazel Park, wyeing at Hyacinth Ave. Thirty-minute service was provided during rush hours with two-hour headway during the day.

This routing apparently did not work out too well, for on September 13, 1932, the GRAND AVE. line resumed its former status, and the RANDOLPH-MAHTOMEDI line was inaugurated. All cars ran from the Ford Plant Loop in St.Paul. Short line service to the Henry St. wye in North St.Paul was begun in 1934.

Eight high-speed suburban cars were equipped in 1932 with fare boxes for pay enter-pay leave fare collection for rush hour only service. On September 8, 1934, one-man operation except during rush hours was begun using rebuilt standard streetcars. On April 2, 1936, all service was provided with one-man cars, thus ending forever the use of the high-speed suburban cars.

Service during the 1940's was generally on hourly headway with more frequent rush hour service providing short line service as well. Refer to the public timetables appended for more detail. The evening rush hour service, up to the 1951 abandonment, continued to be an interesting affair. (Time is at 7th and Wabasha Sts.)

4:09 p.m.	Two sections: the first to North St.Paul, the second to Mahtomedi.
5:10 p.m.	Four sections: the first and second to North St.Paul with one running non-stop to Larpenteur Ave. (St.Paul city limits), the third to Mahtomedi and the fourth to Wildwood. Toward the end of operations only three sections were operated, the non-stop section to Larpenteur Ave. having been discontinued.
6:10 p.m.	Two sections: the first to North St.Paul and the second to Mahtomedi.

FREQUENCY OF SERVICE

Stillwater Local Lines

We have no information on service during the early years. We do know that operation was clockwise around the Union Depot Loop. The siding on the loop in front of the depot was completed in July 1912 so effective July 17th operation was changed to counter-clockwise.

The Employes Timetable for weekday service effective May 15, 1913, provides us with the first information on local service. The interurban trains provided local service on the city portion of the route: Owen St.-Laurel St.-4th St.-Myrtle St.-3rd St.-Chestnut St.-Union Depot Loop, and return via the same route, thus givin 30-minute headway. At the Union Depot the interurban trains took the layover on the siding so that local cars had unrestricted use of the loop track. The two local lines were operated as follows. OWEN ST.(*): from the wye at the Owen St. Station siding-Owen St.-Olive St.-Greeley St.-Churchill St.-3rd St.-Chestnut St.-Union Depot Loop-return via the same route. One car was used to provide 30-minute headway. SOUTH STILLWATER-WILKIN ST.: from William and Wilkin Streets-Wilkin St.-5th St.-Laurel St.-4th St.-Myrtle St.-3rd St.-Chestnut St.-Union Depot Loop-Chestnut St.-3rd St.-thence over various streets to 3rd St. and Central Ave. in South Stillwater (later re-named Bayport). Two cars were used to provide 30-minute headway. Meeting points in Stillwater were as follows. Westbound St.PAUL-STILLWATER trains met southbound SOUTH STILLWATER cars at 5th and Laurel. Southbound SOUTH STILLWATER cars met the eastbound OWEN ST. car at the 3rd and Churchill wye. Northbound WILKIN ST. cars met the southbound SOUTH STILLWATER cars at the 3rd and Churchill siding and the westbound OWEN ST. car on the Union Depot Loop. The last westbound St.PAUL-STILLWATER train of the evening operated over the OWEN ST. line instead of the normal route, providing the last local service of the evening on that line.

(*) The City of Stillwater street signposts displayed the name as OWENS ST. but TCRT always referred to it as Owen St.

Beginning in 1915 the first and last westbound St.PAUL-STILLWATER train leaving Stillwater ran via the OWEN ST. line.

The public timetable effective June 22, 1930, indicated the local lines were all on approximately 40-minute headway. All three lines (OWEN ST., BAYPORT, WILKIN ST.) ran around the Union Depot Loop, with passengers transferring between them at Main and Chestnut Streets. Timetable #82 effective 7-18-1932, probably the last schedule operated, indicated the local lines were all on 40-minute headway. Abandonment of local service in Stillwater occurred on the same date as abandonment of the interurban service, August 11, 1932.

Train Sections Order
10-1&2-1916 Timetable

Weekday, St.Paul Eastbound

A.M.: 4 sections: Mahtomedi-Stillwater-White Bear-Hazel Park.
4 sections: Hazel Park-White Bear-Stillwater-Mahtomedi.
2 sections: Hazel Park-Hazel Park.
Mid-day: 2 sections: Mahtomedi-Stillwater, White Bear-Stillwater, alternating.
P.M.: 3 sections: Hazel Park-White Bear-Stillwater, Hazel Park-Mahtomedi-Stillwater, alternating.
4 sections: Hazel Park-Mahtomedi-Wildwood-Stillwater.

Hazel Park service was A.M., P.M., Evening. No mid-day.

Weekday, Wildwood Westbound

A.M.: 3 sections: White Bear-Stillwater-Mahtomedi, Mahtomedi-Stillwater-White Bear.
2 sections: Mahtomedi-Stillwater, White Bear-Stillwater, alternating.

Weekday, Maryland Westbound

A.M.: 4 sections: Hazel Park-White Bear-Stillwater-Mahtomedi.
P.M.: 4 sections: Hazel Park-Mahtomedi-Wildwood or Hazel Park-Stillwater.
Hazel Park-Stillwater-White Bear-Hazel Park.
5 sections: Wildwood-Stillwater-Mahtomedi-White Bear-Hazel Park.

Sunday, St.Paul Eastbound

3 sections: Hazel Park-Stillwater-Mahtomedi, Hazel Park-Stillwater-White Bear, alternating.

Hazel Park service was all day and evening.

Sunday, Wildwood Westbound

2 sections: Stillwater-White Bear, Stillwater-Mahtomedi.
3 sections: Wildwood-Stillwater-White Bear.

Sunday, Maryland Westbound

3 sections: Hazel Park-Stillwater-Mahtomedi, Hazel Park-Stillwater-White Bear, alternating.
4 sections: Wildwood-Stillwater-White Bear-Hazel Park.

TRAIN NUMBERS

Metal plate with White numbers on Red background placed in the left-hand, front platform upper window. Refer to photograph on page 189 "Wilkin Street" run **13**.

MILEAGE TABLES AND RUNNING TIMES

Stillwater Interurban

PUBLIC TIMETABLE #17 in effect September 12, 1910.

St.Paul to Stillwater	20 miles	eastbound 65 minutes	westbound 63 minutes
St.Paul to Mahtomedi	13 miles	eastbound 49 minutes	
St.Paul to White Bear	16 miles	eastbound 55 minutes	
Stillwater to Mahtomedi	10 miles		westbound 30 minutes
Stillwater to White Bear	13 miles		westbound 36 minutes

EMPLOYES TIMETABLE effective May 15, 1913.

Sidings	Miles	E.B. time	W.B. time
Cedar St. loop	0.00		63 minutes
Duluth Ave.	2.54	19 minutes	47 minutes
Bock St.	3.00	21 minutes	45 minutes
Maryland	4.95	26 minutes	40 minutes
Colby	6.28	29 minutes	37 minutes
Chair Factory	7.29	31 minutes	35 minutes
Pullman	9.09	39 minutes	27 minutes
Wildwood Park	11.58	44 minutes	22 minutes
Grant	13.54	49 minutes	17 minutes
Owen St. Station	18.65	59 minutes	7 minutes
Stillwater U.D.	20.04	67 minutes	
White Bear-Mahtomedi	6.28	22 minutes.	

Schedule Speeds	m.p.h.
Overall	18
Cedar St.-Duluth Ave.	8
Duluth Ave.-Maryland	21
Maryland-Wildwood Park	22
Wildwood Pk.-Owen St.Sta.	28
Owen St.-Stillwater U.D.	10
White Bear-Mahtomedi	17

EMPLOYES TIMETABLE effective May 17, 1914.

Sidings	Miles	E.B. time	W.B. time
Seven Corners Term.	0.00		70 minutes
Duluth Ave.	3.01	22 minutes	48 minutes
Kerwin St.	4.62	27 minutes	43 minutes
Maryland	5.43	30 minutes	41 minutes
Colby	6.77	33 minutes	38 minutes
Soo Line Crossing	8.70	40 minutes	31 minutes
Long Lake	10.90	45 minutes	26 minutes
Wildwood Park	12.06	48 minutes	23 minutes
Grant	14.02	53 minutes	18 minutes
Parrant's	18.11	60 minutes	11 minutes
Owen St. Station	19.13	62 minutes	8 minutes
Stillwater U.D.	20.44	69 minutes	
St.Paul-White Bear	16.57	63 minutes	61 minutes
St.Paul-Mahtomedi	13.87	56 minutes	54 minutes
Wildwood-White Bear	4.49	15 minutes	14 minutes
Wildwood-Mahtomedi	1.79	8 minutes	7 minutes

Schedule Speeds	m.p.h.
Overall	18
Seven Corners-Duluth Ave.	8
Duluth Ave.-Maryland	18
Maryland-Wildwood Park	22
Wildwood Pk.-Owen St. Sta.	30
Owen St.-Stillwater U.D.	11
St.Paul-White Bear	16
St.Paul-Mahtomedi	15
Wildwood-White Bear	19
Wildwood-Mahtomedi	14

The Employe Timetables effective October 1st and 2nd, 1916, appended, differ mostly in the amount and type of service provided. These 1913-1916 timetables cover the period of heavy commuter and recreational traffic and are characteristic of the Stillwater Division. Later employe timetables have not been located. The public timetables for the late 1920's and early 1930's previously cited were available only for cursory inspection which did not allow sufficient time for detailed analysis. These would probably indicate faster running times due to less patronage. This can be illustrated by the following information from the 1944 public timetable appended. (All service was then operated by one-man city cars.)

PUBLIC TIMETABLE #109 effective February 3, 1944.
HAZEL PARK-MAHTOMEDI line.
7th & Wabasha Sts. to Willernie 11.42 miles
7th & Wabasha Sts. to Mahtomedi 13.24 miles

Sidings	eastbound	westbound
7th & Wabasha		49 minutes
Duluth Ave.	15 minutes	34 minutes
Hyacinth Ave.	24 minutes	25 minutes
Colby Siding	28 minutes	21 minutes
Soo Line Crossing	35 minutes	14 minutes
Henry St. Wye	37 minutes	12 minutes
Long Lake	40 minutes	9 minutes
Wildwood	43 minutes	7 minutes
Willernie	45 minutes	5 minutes
Mahtomedi	49 minutes	

Overall schedule speed: 16 m.p.h.

MILEAGE TABLES AND RUNNING TIMES

Stillwater Local Lines

PUBLIC TIMETABLE #17 effective September 12, 1910.
Stillwater to South Stillwater 4 miles 19 minutes

EMPLOYES TIMETABLE for weekday service effective May 15, 1913.

OWEN STREET line		eastbound	westbound
Owen St. Station	0.00 miles		13 minutes
Churchill and 3rd Sts. wye	1.50 miles	8 minutes	5 minutes
Stillwater Union Depot	2.23 miles	13 minutes	
SOUTH STILLWATER-WILKIN St. line		southbound	northbound
Wilkin St.	0.00 miles		27 minutes
5th and Laurel Sts.	0.59 miles	3 minutes	24 minutes
Stillwater Union Depot	1.60 miles	8 minutes	19 minutes
Churchill and 3rd Sts. wye	2.33 miles	14 minutes	not listed
Churchill and 3rd Sts. siding	2.38 miles	15 minutes	14 minutes
South Stillwater	5.39 miles	29 minutes	

Owen St. Station to 5th and Laurel Sts. was 0.38 miles with running time of 2 minutes.

DESTINATION SIGNS

1901

Deck roof side wood sign WHITE BEAR & STILLWATER. This was before the White Bear branch line was built. It referred to White Bear Lake.

1903

New destination sign HAZEL PARK to WABASHA was authorized for Stillwater cars. This was probably the beginning of cutback service to the newly installed Ames Ave. wye.

High-Speed Suburban Cars

ST.PAUL & STILLWATER   ST. PAUL & WHITE BEAR
WILDWOOD
HAZEL PARK
MAHTOMEDI
WHITE BEAR

Cars That Operated The Extra Service

HAZEL PARK & WILDWOOD
HAZEL PARK & WHITE BEAR
HAZEL PARK & MAHTOMEDI

Owen St. Station Local Cars

Photographs 1912-1914

WILKIN STREET
SO. STILLWATER

Official Sequence
3-20-1916

WILKIN ST.
OWEN ST.
S. STILLWATER
TO STATION ONLY
UNION DEPOT
ST.PAUL-STILLWATER
STATE PRISON
BALL GROUNDS
NOT IN SERVICE
CHARTERED

High-Speed Suburban Cars
Changed Prior to 1919

ST.PAUL-STILLWATER
ST.PAUL-WILDWOOD
MAHTOMEDI
WHITE BEAR
MAHTOMEDI-WHITE BEAR

After 1932 Abandonments

GRAND-HAZEL PARK
GRAND-MAHTOMEDI

RANDOLPH-HAZEL PARK
RANDOLPH to CLEVELAND
HAZEL PARK-NO. ST.PAUL
HAZEL PARK-WILDWOOD
HAZEL PARK-MAHTOMEDI

PASSENGER STOPS

1913

Main line:
Duluth Ave.
Atlantic St.
Phalen Ave.
Bock St.
Germaine St.
Flandreau St.
White Bear Ave.
Harvester Ave.
Ames Ave.-Hazel Park
Maryland St.
Autumn Ave.
Larpenteur Ave. (end 1st fare zone)
Davis Crossing
Pennsylvania Ave.
Margaret St.
Charles St.
Soo Line Crossing
Silver Lake (end 2nd fare zone)
Long Lake
Wildwood (end 3rd fare zone)
Curtin
Grant
Leis (end 4th fare zone)
Elliott
Masterman
Parrant's (end 5th fare zone; Stillwater city limits)
Owen St. Station
Everett St.
5th St.
4th St.
Linden St.
Myrtle St.
Chestnut & 3rd Sts.
2nd St.
Main St.
Myrtle St.
Water St.-Union Station

Mahtomedi branch line:
Wildwood
Lakeview
East Shore Park
Oakleigh
Fairmount
Mahtomedi

White Bear branch line:
Wildwood
Lakewood
Cedar Ave.
Birchwood (end 1st fare zone)
Bellaire Ave.
Cottage Park
White Bear city limits
Lake Shore
Lake Ave.
Shady Lane
Clark Ave.
Banning Ave.
3rd St.
4th St.
5th St.
6th St.

March 1923

Main line:
Duluth Ave.
Newcomb St.
Atlantic St.
Ocean St.
English St.
Phalen Ave.
Johnson Parkway
Clarence St.
Tracy Ave.
Etna St.
Hager Ave.
Birmingham Ave.
Barclay St.
Hazelwood Ave. (Bock St.)
Germaine St.
Flandreau St.
White Bear Ave.
Kerwin St.
Brand St.
Keogh St.
Harvester Ave.
Ames Ave.
Maryland Ave.
Hyacinth Ave. (Hazel Park wye)
Autumn Ave. (end double track)
Prospect Ave.-Helen St.
Center St.
Larpenteur Ave. (St.Paul city limits)
Kimball St.
Indiana Ave.
Pennsylvania Ave.
Margaret St.
Charles St.
Soo Line Crossing
Silver Lake
Long Lake
Wildwood
Curtin
Grant
Leis
Elliott
Masterman
Parrant's (Stillwater city limits)
Owen St. Station
William St.
Edward St.
5th and Laurel Sts.
4th and Laurel Sts.
Cherry St.
Linden St.
Mulberry St.
Myrtle St.

Mahtomedi-White Bear line:
Mahtomedi
Fairmount
Oakleigh
East Shore Park
Lake View
Forest Heights
Willernie
Wildwood
Jay St.
Lakewood
Glenview
Birchwood
Chester
Bellaire
Schneider
Cottage Park
Oak Grove
White Bear (St.Paul Auto Club)
Lake Shore Station
Shady Lane
Clark Ave.
2nd & Banning Sts.
3rd St.
4th St.
5th St.
6th St.

3rd & Chestnut Sts.
2nd St.
Main St.
Stillwater Union Depot

The company designed and built a standard open-type waiting station, steel frame with corrugated metal walls, 8' x 10' in size. A list of these stations and other structures is included in the appended data from the 1-1-1926 A. L. Drum & Company Valuation Report.

Wildwood Park was closed in 1938 so the loading platform passenger stop was discontinued effective October 12th.

FARES

Fares were charged on a zone basis. A rate of 5¢ per zone was in effect from the beginning of operations until August 1, 1921, when it was increased to 6¢ per zone. This 6¢ zone fare was never subsequently increased.

1910

St.Paul to the city limits (Larpenteur Ave.)	5¢
St.Paul to North St.Paul (Silver Lake)	10¢
St.Paul to Wildwood	15¢
St.Paul to Mahtomedi	15¢
St.Paul to Birchwood	15¢
St.Paul to White Bear	20¢
St.Paul to Leis	20¢
St.Paul to Stillwater city limits (Parrant's)	25¢
St.Paul to Stillwater Union Depot	30¢
St.Paul to South Stillwater	35¢
Wildwood to White Bear	10¢
Stillwater to South Stillwater	10¢
Stillwater to Leis	10¢
Stillwater to Wildwood	15¢
Stillwater to Mahtomedi	15¢
Stillwater to White Bear	20¢
Stillwater to North St.Paul (Silver Lake)	20¢
Stillwater to St.Paul city limits (Larpenteur Ave.)	25¢
Stillwater to St.Paul	30¢

Commutation tickets were not listed in the 1910 timetable. A 1930 timetable, when the fare rate was 6¢ per zone, listed a 24-ride commutation ticket book, St.Paul to Stillwater, at a cost of $8.66. These were offered for sale at (1) company offices at College Ave. and Wabasha St., St.Paul; (2) Owen St. Station, Stillwater; and (3) King Bros. Drug Store, Stillwater.

Fare recording was a complicated procedure. On each car a round overhead fare register, minus the bell, was mounted on the left-hand front bulkhead with cords running along the "pole side" of the car to the conductor's position at the rear. A rectangular box mounted on the right-hand front bulkhead held a tripsheet and was connected by two rods to a fare indicating dial mechanism mounted on the rear bulkhead. The conductor would set the dial for the amount of fare collected and pull the appropriate cord; this would record the fare on the fare register and also actuate the rods which stamped the tripsheet with the amount of the fare. At each fare zone division the conductor was required to set the register back to zero and re-record the amount of fares for the passengers on board the car at that point.

Fares

as of 7-22-1926

Stillwater local lines effective 1-9-1921:

6¢ between any two points in City of Stillwater

5¢ " " " " in Village of South Stillwater

10¢ between any point in Stillwater to any point in Bayport (South Stillwater)

6¢ City of Stillwater to the State Prison

5¢ South of the State Prison to Bayport

North St Paul

5¢ between any two points in Village of North St. Paul.

White Bear

5¢ between any two points in Village of White Bear effective 10-6-1920

Form 114 5-'31 10M. H.P.Co.

CONDUCTOR NO.______ RELIEVED BY CONDUCTOR NO.______

Stillwater Division ______ Line

DATE______ 193__ CAR NO.______

TRANSFERS ISSUED

SERIES NO.______

ENDING NO.______

COMMENCING NO.______

TOTAL______

______PUNCH MARK

FRONT REGISTER

ST. PAUL CASH	TOKENS
$______	$______ +______Tokens

REGISTER AT ENDING

REGISTER AT COMMENCING

FARES REGISTERED

Cash & Tokens } Cash In { Cash Tickets and Transfers

REAR REGISTER

STILLWATER SUB-URBAN & 5c CASH	TICKETS & TRANSFERS

CASH IN SUMMARY

ST. PAUL CASH $______

SUB. CASH $______

5c CASH $______

STILL CASH $______

TOKENS $______ +______TOKENS

TOTAL $______ +______TOKENS

ST. PAUL							DIVISION 2							DIVISION 3							DIVISION 4								DIVISION 5						STILLWATER							FARES REGISTERED												
Cash Fares	Tokens	Com. Tkts.	Emp. Tkts.	Trans.	Child under 6 yrs.	Other Free Rides	Cash Sub.	Cash 5c	Tokens	Com. Tkts.	Emp. Tkts.	Child under 6 yrs.	Other Free Rides	Cash Sub.	Tokens	Com. Tkts.	Emp. Tkts.	Trans.	Child under 6 yrs.	Other Free Rides	Cash Sub.	Cash 5c	Tokens	Com. Tkts.	Emp. Tkts.	Trans.	Child under 6 yrs.	Other Free Rides	Cash Sub.	Tokens	Com. Tkts.	Emp. Tkts.	Child under 6 yrs.	Other Free Rides	Cash Fares	Tokens	Com. Tkts.	Emp. Tkts.	Trans.	Child under 6 yrs.	Other Free Rides	Cash St. Paul	Cash Sub.	Cash 5c	Cash Still.	Tokens	Com. Tkts.	Emp. Tkts.	Trans.	Trips	Carded TIME ___M	Actual TIME ___M	FROM	TO

I hereby certify that line, date, time, trips and runs as shown above are correct.

______Motorman No.______

RUN NO.

I hereby certify that all information shown above is correct.

______Conductor No.______

WRITE REMARKS ON BACK

Form 114 9-41 50m F

TWIN CITY LINES

STILLWATER INTERURB

Conductor No. ____ Relieved by Conductor No. ____ Date ____ 192__ Car No. ____

TRANSFERS ISSUED

Series No. ____

Ending No. ____

Commencing No. ____

Total ____

Punch Mark ____

CASH FARES

$

Register at Ending ____

Register at Commencing ____

Fares Registered ____

CASH {TOTALS} TICKETS AND TRANSFERS

Cash Received ____ Clerk ____

TICKETS AND TRANSFERS

CITY LIMITS				DIVISION 2			DIVISION 3				DIVISION 4				DIVISION 5			DIVISION 6				FARES REGISTERED					Special	Trips	Time Card Time	ACTUAL TIME	TRIPS	
Cash Fares	Tokens	Tick. & Trfs.	Free	Cash Fares	Tickets	Free	Cash Fares	5c Fares	Tickets	Free	Cash Fares	6c Fares	Tickets	Free	Cash Fares	Tickets	Free	Cash Fares	Tokens	Tick. & Trfs.	Free	7c Fares	6c Fares	5c Fares	Tokens	Tickets & Trans.			M.	M.	FROM	TO
																												I				
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I hereby certify that line, date, time, trips and runs as shown above are correct.

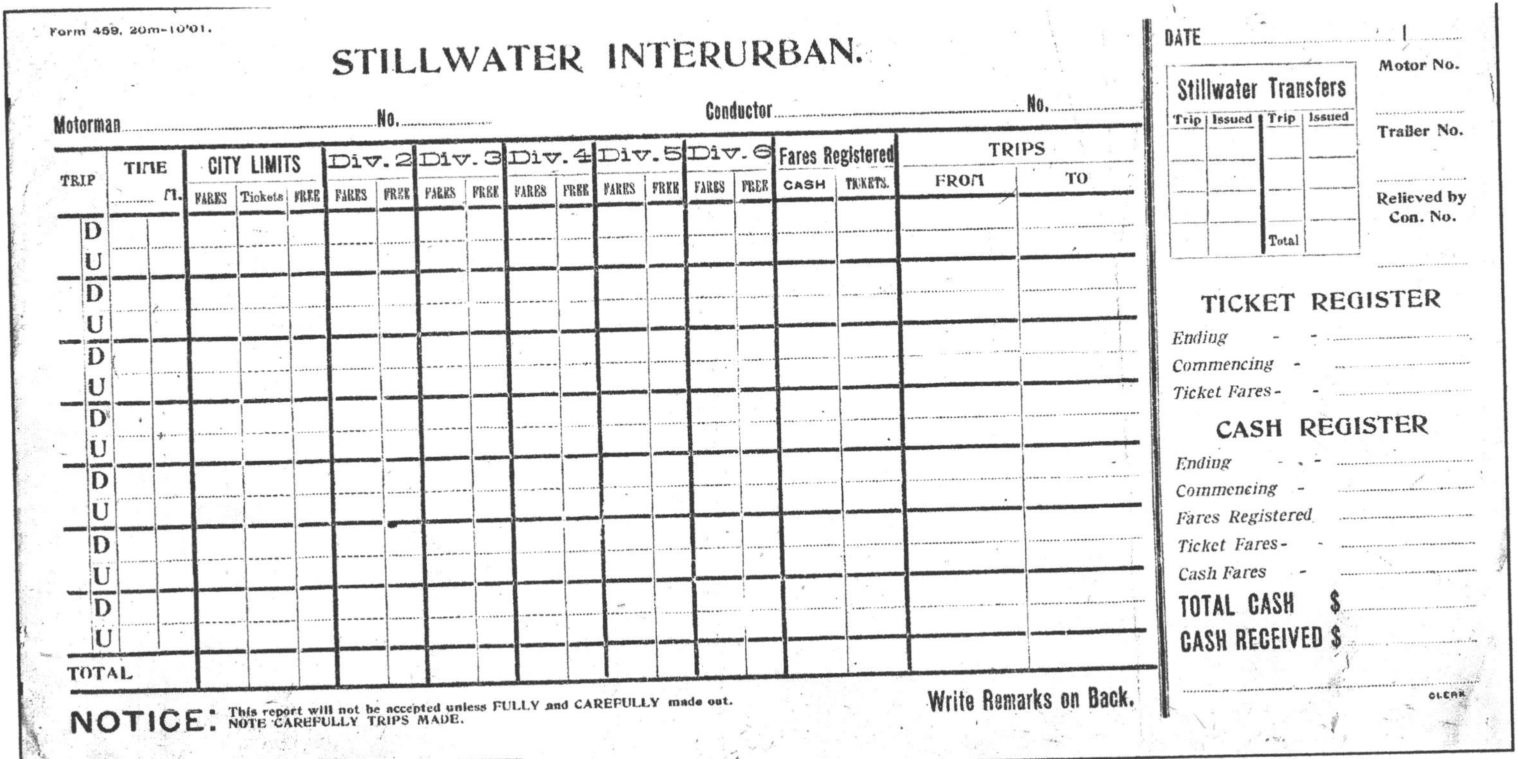
____ Motorman No. ____

RUN No.

I hereby certify that all information shown above is correct.

Conductor No. ____

WRITE REMARKS ON BACK



Form 459. 20m-10'01.

STILLWATER INTERURBAN.

Motorman .... No. ....

Conductor .... No. ....

TRIP	TIME	CITY LIMITS			Div. 2		Div. 3		Div. 4		Div. 5		Div. 6		Fares Registered		TRIPS	
	.... M.	FARES	Tickets	FREE	FARES	FREE	FARES	FREE	FARES	FREE	FARES	FREE	FARES	FREE	CASH	TICKETS.	FROM	TO
D																		
U																		
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U																		
D																		
U																		
TOTAL																		

NOTICE: This report will not be accepted unless FULLY and CAREFULLY made out. NOTE CAREFULLY TRIPS MADE.

Write Remarks on Back.

DATE ....

Stillwater Transfers

Trip	Issued	Trip	Issued
		Total	

Motor No.

....

Trailer No.

....

Relieved by Con. No.

....

TICKET REGISTER

Ending - - ....

Commencing - ....

Ticket Fares - - ....

CASH REGISTER

Ending - - ....

Commencing - ....

Fares Registered ....

Ticket Fares - - ....

Cash Fares - ....

TOTAL CASH $ ....

CASH RECEIVED $ ....

....

CLERK

A multi-zone Stillwater trip sheet.

OPERATING PRACTICES

A separate book of Operating Rules was issued by the Minneapolis & St.Paul Suburban Railroad Company. Reproductions of the May 1915 and September 1928 editions are appended. Apparently these were intended for both the Lake Minnetonka and Stillwater Divisions but most of the rules pertained to single track operation on the Stillwater Division.

However Employe Time Tables were used at first. The earliest ones we have seen were dated May 15, 1913, May 17, 1914, and October 4, 1914. These were in fold-out style with the schedule on the front and operating rules on the back. The first Rulebook was the May 1915 edition when the Employe Time Table was changed to booklet form which contained only the schedules and run guides. The October 1 and 2, 1916, Employe Time Tables are appended. In the early 1920's the publication of Employe Time Tables was discontinued. Instead each train crew received a printed timecard for its particular run on which were listed the train numbers, sidings and other time points, and scheduled meeting locations. A reproduction of a timecard for weekday run number 3 effective May 27, 1929, is appended.

Suburban operation began at E. 7th St. and Duluth Ave., the original end of double track. Effective June 30, 1913, Stillwater trains made no stops between downtown St.Paul and Duluth Ave. except to pick up passengers for points east of Duluth Ave.

Train movements were controlled by a dispatcher located at Owen St. Station. Employe timetables were supplemented by telephone dispatching. Telephones were housed in wooden booths located at sidings and other important points. Experimenting with block signals began in July 1904. Telegraph signals using eight desk sets were installed beginning in February 1910.

The Employe Time Table effective May 15, 1913, indicated that train order semaphore signals, remotely controlled from the dispatcher's office, were located adjacent to the telephone booths at certain locations. The telephone locations, those with semaphore signals in capital letters, were:

Duluth Ave.
BOCK ST.
MARYLAND
COLBY
CHAIR FACTORY
SOO LINE CROSSING
PULLMAN
WILDWOOD
GRANT
5th & Laurel Sts.
3rd & Chestnut Sts.
3rd & Churchill Sts.
White Bear wye
Mahtomedi wye

Standard Form 31 train order blanks were used. The dispatcher was notified by each train crew when entering or leaving double track, at each meeting point, and before leaving the end of any line. Beginning in 1915 "South Stillwater" line cars were required to report to the dispatcher for orders southbound at 5th and Laurel Sts. Extra trains and work trains operated only by train order authorization.

The Employe Time Table effective May 17, 1914, indicated that sidings with telephone stations and train order semaphore signals were located at KERWIN ST., MARYLAND, COLBY, SOO LINE CROSSING, LONG LAKE, WILDWOOD, GRANT, PARRANT'S, and LAKE SHORE. Additional telephone stations had been installed at the New State Prison and the South Stillwater wye. This same list was included in the May 1915 Operating Rules book. In 1918 a switchboard and desk set for the signal system were installed at the E. 7th St. Station.

Trains were composed of one or more sections of single cars. Regular trains at meeting points were to take the right-hand track, whether main line or siding. All spring switches at permanent meeting points were set accordingly. All extra trains were to take the siding for regular trains at meeting points. Sections of trains were required to keep 2,000 feet apart except when closing up at stations and meeting points.

To indicate extra trains and following sections of trains, round metal markers ("flags"), green on one side and white on the other, were inserted in brackets on each side of the front dash of the car. At night oil or kerosene marker lamps were used which fit the same brackets. The high-speed suburban cars were later equipped with electric classification lights on the front dash replacing the brackerts. A square holder was affixed to the front of and was part of the light fixture. The lens used a clear lamp bulb. During normal operation square metal plates colored yellow (the same color as the carbody) were inserted in the holder. During daytime operation green or white square metal plates would be inserted in the holders (replacing the yellow plates) to indicate following sections or extra trains. At night colored glass squares (green or white) were inserted in the same holders.

Pedestrian entrance to and exit from Wildwood Park was by means of a ramp and underpass beneath the double track north of the lower wye. All trains stopped here to load and unload passengers. Movements of the branch line trains through here were as follows.

ST.PAUL-WHITE BEAR eastbound trains

pulled up to the unloading platform at the ramp, then backed up through the crossover onto the westbound main track and continued backing until clear of the lower wye south leg switch. Reversing direction the trains pulled forward onto the wye track and the White Bear branch line.

ST.PAUL-WHITE BEAR westbound trains

used the south leg of the wye to reach the westbound main track, then backed up to the unloading platform. When unloading and loading was completed the trains then proceeded westbound on the main track to St.Paul.

WHITE BEAR-MAHTOMEDI shuttle trains

coming from White Bear to Mahtomedi used the lower wye north leg to pull onto the westbound main track and through the crossover to the eastbound main track and to the unloading platform. Trains then proceeded onward to the Mahtomedi branch line. Coming from Mahtomedi trains used the westbound main track, stopping at the unloading platform, then used the lower wye north leg to pull onto the White Bear branch line.

The Stillwater Division was assigned a Work Car, Wire Car and Snow Plow. All three were assigned to and operated out of the Owen St. Station.

On June 1, 1924, two cars collided head-on on "rattlesnake curve" west of Owen St. Station in Stillwater. The new summer schedule had gone into effect and the motorman on the westbound train overlooked a meet with the eastbound train at the Owen St. Station Siding. As as result a system of automatic block signals operated from the Wildwood Substation was installed during 1925 by the Union Switch & Signal Company to protect (1) the gauntlet track on the bridge over the C.StP.M.&O. Ry. at Hazel Park, and (2) the single track from Goodrich Siding (formerly Parrant's Siding) to Owen St. Station Siding, Stillwater. As a result the 1932 abandonments these automatic block signals were removed during 1933. A Direct Current signal system operated from the overhead trolley wire was substituted. All block signal apparatus in the dispatcher's office was removed as were the train order semaphores at Autumn Ave. end of double track, Colby Siding, Pennsylvania Siding, Soo Line Siding and Wildwood Siding. All dispatching was thereafter done by telephone only, with the dispatcher located at Duluth Ave. Station.

Regular trains carried pouch mail to North St.Paul, Wildwood, Mahtomedi and Stillwater. Contracts in effect during 1914 with the U. S. Railway Mail Service for carrying pouch mail on streetcars included #341005 Stillwater, which included North St.Paul, Willernie and Bayport (South Stillwater). Pouch mail service to Stillwater ended with the 1932 abandonment, but continued to North St.Paul, Wildwood and Mahtomedi until June 1, 1938.

Newspapers were also carried and delivered daily and Sunday to various stops along the lines. On Sunday mornings the Duluth Ave. Station Mechanical Department men rode the car to E. 7th St. and Wabasha St. to help load the car with many large bundles of Sunday papers. Usually the front half of the car would be filled. The car ran as a regular train to White Bear (having dropped off the shopmen at Duluth Ave. Station), then back to Wildwood and Mahtomedi, back to Wildwood, and on to Stillwater and South Stillwater (Bayport). Bundles of newspapers were thrown off the car at required points by the motorman and conductor.

The new State Prison was located on the "South Stillwater" (Bayport) local line. Chartered cars were run through from St.Paul to the prison with newly sentenced prisoners handcuffed to the car seats.

STILLWATER DIVISION
OPERATING BULLETINS AND SPECIAL NOTICES
1905-1910

4-1-1905 Bulletin #495 Car service between Wildwood and Mahtomedi will be put on regularly Sunday April 2, 1905.

5-20-1905 Bulletin #658 Starting Monday May 22nd service will begin on the South Stillwater extension. The Wilkin St. and South 3rd St. lines will be consolidated and run through. Half-hourly service in each direction leaving Main and Chestnut Sts., Stillwater:
to South Stillwater :29 and :59
to Wilkin St. :09 and :39

6-6-1905 Bulletin #666 Speed limit 8 miles per hour from Power House to Charles St., North St.Paul (crossing Pennsylvania Ave. at the Power House, Margaret St. and Charles St.).

8-14-1905 Bulletin #701 Referred to Interurban Book of Rules issued March 1901. On and after Tuesday August 15, 1905, the semaphore signal at Owen St. Station will be put in operation for westbound cars. NO car will pass the station unless cleared by the Dispatcher or Operator on duty. The regular position will be set at DANGER, the broad side and red light after dark facing the approaching car. If there are no orders for the train crew the signal will be turned so the broad side will be parallel with the car and after dark a green light will be shown to the front and rear.

11-23-1905 Special Notice All extra cars eastbound will head into the leg of the wye at the Harvester Works and back out onto main track of the siding. The practice of backing into the leg of the wye and heading out will be discontinued. Both switches will be kept locked open for wying at all times. ["Harvester Works Extras" were mentioned 11-29-1905.]

2-13-1906 Incandescant lights are being installed in the arc headlights. The arc light will be turned out and the incandescant burned between the following points:
E. 7th St. Station to 7th and Wabasha Sts. and return;
Owen St. Station to Union Depot and return.

3-12-1906 St.Paul & Stillwater line eastbound cars must pull down far enough on the east side of 5th and Robert Sts. to clear westbound cars passing around the curve.

3-27-1906 Starting Thursday March 29th seats for use by the motorman will be placed in the front vestibule and may used between the following points:
St.Paul & Stillwater line: Owen St. Station to E. 7th St. Station;
White Bear & Mahtomedi line: Mahtomedi to Cottage Park Road.
When not in use the seat must be placed in the floor socket at the side.

5-25-1906 On westbound trips motormen will bring car to a full stop at the foot of the 7th St. hill before crossing the switch at Bock St. Siding.

7-11-1906 The practice of conductors sitting down while on duty will be discontinued at once. Also the tipping up of rear cane seat in cross-seat cars and sitting on edge of seat will be discontinued.

7-12-1906 Conductors flagging on Stillwater Interurban must go back not less than 1,000 feet from the car.

11-27-1906 St.Paul & Stillwater line. A white sign in the window indicated NO CAR FOLLOWING. As of 12-1-1906 a blank window will now mean the same thing, in order to give the motorman better use of the window. CAR FOLLOWING and EXTRA signs in the window will continue to be used.

11-18-1906 St.Paul & Stillwater line, Stillwater Local lines. The three windows on the left hand side of the motorman's vestibule are BLOCKED because of liability of injury when open.

12-26-1906 Reminder of Notice dated 11-23-1903. Ashes accumulating in Baker Heaters will not be emptied during the day at any time on the line, nor dumped in coal hod on pull-in trips, but are to remain in ash pit and taken out at the Station.

Special Notice. Beginning Sunday March 17,1907, and until further notice, the Sunday schedule on the Mahtomedi line will be:

StP. & Stillwater @ 7th & Wabasha	Connect at Wildwood for Mahtomedi	Leave Mahtomedi
12:00 noon	12:42 p.m.	1:05 p.m.
1:00 p.m.	1:42 p.m.	2:05 p.m.
2:00 p.m.	2:42 p.m.	3:05 p.m.
3:00 p.m.	3:42 p.m.	4:05 p.m.
4:00 p.m.	4:42 p.m.	5:05 p.m.
5:00 p.m.	5:42 p.m.	6:05 p.m.
6:00 p.m.	6:42 p.m.	7:05 p.m.

Beginning Monday April 1, 1907, and until further notice the Weekday schedule on the Mahtomedi line will be:

StP. & Stillwater @ 7th & Wabasha	Connect at Wildwood for Mahtomedi	Leave Mahtomedi
7:00 a.m.	7:42 a.m.	8:05 a.m.
8:00 a.m.	8:42 a.m.	9:05 a.m.
4:00 p.m.	4:42 p.m.	5:05 p.m.
4:55 p.m.	5:42 p.m.	6:05 p.m.
5:55 p.m.	6:42 p.m.	7:05 p.m.

6-16-07 A new railroad crossing has been put in at what is known as the Chair Factory in North St.Paul. Reduce speed and if track is clear cross at not to exceed 5 m.p.h.

6-24-1907 The present EXTRA and CAR FOLLOWING signs in use will be repainted, and in place of the green sign marked EXTRA a plain green sign will be used, and in place of a red sign marked CAR FOLLOWING a plain red sign will be used.

5-14-1908 To the Foreman, E. 7th St. Station. A new feeder cable for Wildwood has been installed and in service. Cut in the switches tying the feeder in on 7th St. every evening about 5 o'clock and cut it out after the rush hours are over.

4-29-1909 St.Paul & Stillwater line. Effective May 1st and until further notice Train #3 eastbound called out 5:40 a.m. on Time Table #2581 will leave Duluth Ave. 5:30 a.m. 10 minutes ahead of carded time and run to Wildwood, arrive 5:53 a.m., go to Mahtomedi, leave there 5:59 a.m., arrive Wildwood 6:05 a.m., and proceed west on time card time for Train #3. J. D. Hagerty, Chief Dispatcher.

St.Paul Division Bulletin #45 11-4-1915 Bock St. stop has been renamed Hazelwood Ave.

3-30-1926 Operating Dept. Bulletin #S-9 The practice of westbound trains reporting to the Dispatcher at Owen St. Station is discontinued. Eastbound trains shall continue to report at this point.

TWIN CITY LINES

General Bulletin No. 47 August 31st, 1914.

SPECIAL NOTICE
TO
TRAINMEN

MINNETONKA-DEEPHAVEN LINES
ST. LOUIS PARK LINE
COMO-HOPKINS LINE
ST. PAUL & STILLWATER LINE
WHITE BEAR & MAHTOMEDI LINE

SUBJECT: LANTERNS

Effective immediately:

All cars in service on suburban lines, after daylight hours, shall carry two switchmen's lanterns, one provided with a white globe and the other with a red globe. The latter shall be known as the "Conductor's Lantern" and shall be used for giving warning in emergencies, flagging of following or approaching cars, etc.

Cars of the type M Control class have been provided with a receptacle on the rear platform in which this red lantern shall be carried. When cars not equipped with this receptacle are used on the Minnetonka-Deephaven, St. Paul & Stillwater, or White Bear & Mahtomedi lines, the red lantern shall be placed at the pole side of the rear vestibule adjacent to the bulkhead. In such cases conductors are urged to see that the lantern is not removed from cars by passengers.

Cars in service on the Como-Hopkins line will be provided with both lanterns by the Starter at 4th & Central. These lanterns shall be carried in the front vestibule until the City Limits are reached at which point it shall be the duty of the conductor to place the red lantern at the pole side of the rear vestibule adjacent to the bulkhead. On the return (eastbound) trip the conductor shall return the red lantern to the front vestibule when the City Limits are reached. Both lanterns will be removed by the Starter when car arrives at 4th & Central.

On the St. Louis Park line both lanterns will be carried in the front vestibule between the 6th St. Ticket Office and Excelsior Avenue. When Excelsior Avenue is reached on westbound trip the conductor shall place red lantern in the rear vestibule as provided for on Como-Hopkins cars and on eastbound trips he shall return the red lantern to the front vestibule when the car arrives at Excelsior Avenue.

In all cases the white lantern shall be carried in the motorman's cab.

Trainmen will be held responsible for seeing that these lanterns are kept burning after dark. If, for any reason, the lanterns refuse to burn, the matter shall be reported to the Dispatcher, Supervisor, or Line Inspector, by telephone, or otherwise, at the first opportunity.

Edward Karow

Supt. St. Paul Division. Supt. Minneapolis Division

Index under "L"

Form 405 W

DATE March 29th, 1926. No. S-7

TWIN CITY LINES

BULLETIN

OPERATING DEPARTMENT

SUBJECT: AUTOMATIC BLOCK SIGNAL SYSTEM.

TO ALL TRAINMEN OF THE STILLWATER LINE.

Stillwater

An automatic block signal system consisting of colored light signals has been installed between Goodrich Siding and Owen St. Siding.

Description of signals.

1. Home signals.

There is a home signal located at the entrance to the block at east end of Goodrich Siding and at west end of Owen St. Siding.

The home signals consist of a mast at the top of which is located an oval shield bearing two signal lights, red and yellow. There is also a marker with red light and a number plate on the mast below the oval shield. This marker and red light is to distinguish a home signal governing the entrance to the block and always burns red.

2. Intermediate signals.

There is one intermediate signal governing eastbound trains located approximately 2,500 feet east of the entrance home signal at Goodrich Siding and one intermediate signal governing westbound trains located approximately 2,500 feet west of the entrance home signal at Owen Street Siding.

The intermediate signals consist of a mast at the top of which is located an oval shield bearing two signal lights, red and green. These signals are provided with a number plate, but no marker, to distinguish them from a home signal at the entrance to the block.

Operation of signals.

Red - Stop
Yellow - Proceed with caution
Green - Proceed

The signals at the right of the track are the signals which will govern the movement of trains.

A train arriving at the home signal at entrance to block at Goodrich or Owen Street Sidings and finding the signal indicating YELLOW, will proceed, at such speed as will enable him to stop at the intermediate signal.

A train arriving at the home signal at entrance to block at Goodrich or Owen Street Sidings and finding the signal RED, must stop before front end of train passes the signal. Trainmen must obtain orders from the dispatcher. Under no circumstances shall a train enter the block against a red signal, except on orders from dispatcher, and then proceed as provided in flagging rule No. 1 of this bulletin.

DATE **No.**

March 29th, 1926. S-7

A train arriving at the intermediate signal and finding the signal GREEN, shall proceed.

A train arriving at an intermediate signal and finding the signal RED, must stop. Trainmen must obtain orders from the dispatcher to proceed, as per flagging rule, No. 1 of this bulletin.

Stillwater

RULES

1. Trainmen receiving orders from the dispatcher to enter the block against a RED (stop) home signal shall thereafter operate his train thru the entire block only at such speed as will enable him to stop his train within the distance he can see ahead expecting to find the block occupied by another train, broken rail, or switch improperly set, even though the next signal in advance may be found to indicate proceed (Green).

2. The normal position of the switch at the east end of Goodrich Siding is for the main track.

3. The normal position of the switch at the west end of Owen Street Siding is set for the siding.

4. A train approaching a signal on which no signal indication is displayed must stop, and be governed in accordance with the rules prescribed for a red (stop) signal.

ALL TRAINMEN O.K. FOR THE STILLWATER LINE SHALL SIGN FOR THIS BULLETIN IN THE SIGNATURE BOOK AT THE CALL CLERK'S WINDOW WITHIN THREE DAYS AFTER BULLETIN IS POSTED.

Superintendent, St. Paul Division.

CONSTRUCTION
COSTS

Minneapolis & St.Paul Suburban Railroad
Stillwater Division (includes Stillwater local lines)

Year	Passenger Revenue	Special Car Revenue	Baggage & Express Revenue	Total Revenue	Operating Expenses	Profit (Loss)	Operating Ratio
1907	262,288	-	-	262,288	132,888	129,400	51%
1908	264,013	-	-	264,013	144,934	119,079	55%
1909	207,190	1,825	1,630	210,645	138,218	72,427	66%
1910	227,812	1,402	2,161	231,375	149,413	81,962	65%
1911	236,445	1,485	2,471	240,401	157,436	82,965	65%
1912	250,840	916	2,321	254,077	157,755	96,322	62%
1913	268,131	869	1,165	270,165	187,255	82,910	69%
1914	264,681	898	1,331	266,910	176,008	90,902	66%
1915	241,195	773	1,006	242,974	171,848	71,126	71%
1916	253,071	764	1,053	254,888	168,442	86,446	66%
1917	245,637	792	1,017	247,446	180,173	67,273	73%
1918	262,395	1,192	979	264,566	195,491	69,075	74%
1919	305,149	1,681	980	307,810	235,156	72,654	76%
1920	337,579	2,956	978	341,513	271,838	69,675	80%
1921*	347,395	2,007	985	350,387	313,930	36,457	90%
1922	300,152	1,967	1,147	303,266	263,947	39,319	87%
1923	264,184	1,422	1,752	267,358	250,363	16,995	94%
1924	209,511	1,524	1,086	212,121	221,000	(8,879)	104%
1925	175,826	1,331	650	177,807	220,052	(42,245)	124%
1926	159,710	1,290	621	161,621	208,830	(47,209)	129%
1927	149,081	1,203	614	150,898	185,402	(34,504)	123%
1928	140,348	1,093	401	141,842	180,836	(38,994)	127%
1929	129,738	1,193	323	131,254	188,406	(57,152)	143%
1930	100,006	869	286	101,161	156,192	(55,031)	154%
1931	75,634	232	301	76,167	141,056	(64,889)	185%
Totals	5,678,011	29,684	25,258	5,732,953	4,796,869	936,084	

* Fare Increase August 1st.
Operating Expenses include Depreciation.

Passenger Revenue 1907-1910: Monthly divided by Annual

January	6%
February	5%
March	6%
April	6%
May	8%
June	11%
July	14%
August	13%
September	10%
October	8%
November	7%
December	6%
Total	100%

STILLWATER DIVISION 1-1-1926					
Original Base Cost 1-1-1916 (1911-1915 Average)					
	7th St. and Duluth Ave to Owen St. Stillwater	Stillwater and Bayport Local Lines	White Bear Branch Line	Mahtomedi Branch Line	Totals
Grading	62,376	16,604	15,950	4,679	99,609
Ballast, Ties, Rails	209,260	113,814	43,160	16,015	382,249
Paving	25,021	29,759	2,414	-	57,194
Bridges, Trestles, Culverts	15,370	1,990	6,863	380	24,603
Crossings, Fences, Signs	28,899	1,086	3,383	1,479	34,847
Signals	11,927	-	-	-	11,927
Telephone Lines	4,971	711	591	248	6,521
Poles and Fixtures	18,877	10,095	5,997	1,676	36,645
Distribution System	65,639	12,590	10,139	1,662	90,030
Carhouses and Shops	-	8,543	-	-	8,543
Stations, Misc. Bldgs.	4,383	352	1,125	1,276	7,136
Substation Buildings	35,900	8,217	-	-	44,117
Substation Equipment	59,806	25,862	-	-	85,668
Transmission System	51,561	-	-	-	51,561
Subtotals	593,990	229,623	89,622	27,415	940,650
Right-of-Way	136,745	2,674	29,777	18,493	187,689
Other Land	6,484	1,568	-	-	8,052
Totals	737,219	233,865	119,399	45,908	1,136,391

STILLWATER DIVISION 1-1-1926

Original Base Cost 1-1-1916 DETAILS

	Duluth Ave to Stillwater	Stillwater & Bayport	White Bear	Mahtomedi	Totals
Bridges & Trestles (Major Items)					
Hazel Ave. Bridge (CStPM&O 1903)	10,081				
Oak Park Bridge (CStPM&O)		1,400			
4+50 Box Culvert			151		
65+75 I Beam			1,473		
79+13 CP & Concrete			605		
101+15 Bellaire Bridge (1921 Actual 8,169)			4,261		
			6,490		
Crossings: Overhead Bridges only					
438+61 Concrete Culvert	2,005				
478+08 Wildwood Underground Passage	789				
565+30 Soo Line RR Girder Bridge	7,434				
	10,228				
Signals					
Hazel Park Bridge	5,910				
Goodrich Siding to Owen St. Siding	6,017				
	11,927				
Carhouses and Shops					
Owen St. Carhouse		8,543			
Distribution System					
Trolley Wire, Spans & Fittings	13,666	5,512	2,712	1,037	22,927
Overhead DC Wires	45,452	4,862	5,710	-	56,024
Bonding	6,521	2,216	1,717	625	11,079
Totals	65,639	12,590	10,139	1,662	90,030
Stations and Misc. Buildings					
Waiting Stations	✓ 1,320		✓ 1,125	✓ 1,192	
Hyacinth Ave Comfort Station	30				
Soo Line RR Crossing Toolhouse	540				
Wildwood Waiting Station	894				
Wildwood Platform	1,121				
Wildwood Dispatcher's Office	222				
Wildwood-Misc. Lighting on R/W	256				
Willernie Trainmen's Office				57	
Willernie Comfort Station				27	
Owen St. Carhouse: Blacksmith Shop, Storage Shed and Comfort Station		352			
Totals	4,383	352	1,125	1,276	7,136

	Duluth Ave to Stillwater	Stillwater & Bayport	White Bear	Mahtomedi	Totals
Substation Buildings					
Wildwood Substation	34,623				
Wildwood Terminal House	1,277				
Owen St. Substation and Office		8,217			
Totals	35,900	8,217			
Substation Equipment					
Wildwood Substation	53,451				
Wildwood Terminal House	1,120				
Wildwood Amusement Park	5,235				
Owen St. Substation		25,862			
Totals	59,806	25,862			
Transmission System (Cross Country H.T. Line)					
Poles and Crossarms	19,453				
Cables and Wires	32,108				
Total	51,561				
Other Land					
Wildwood Powerhouse (3.167 acres)	6,484				
Owen St. Carhouse, Substation (275 x 114)		1,568			
Total	6,484	1,568			

STILLWATER DIVISION				
Construction Costs from 1901-1910 Construction Journals				
White Bear Line extension 1904				63,988
South Stillwater Line extension 1905				31,241
Harvester Works Bridge 1902-1903				15,708
		Building	Electrical Equipment	Total
Como Terminal House		960	87	1,047
Wildwood Substation 1904-1910		1,772	72,511	
Wildwood Terminal House		1,285	164	
Storage Batteries 1904			76	
Engineering and Superintendence			8	
Total		3,057	72,759	75,816
Stillwater Substation		2,684	4,985	
Stillwater Terminal House		4,766		
Total		7,450	4,985	12,435
TCRT 1904 Annual Report: Right-of-Way and Track to White Bear Vi				97,454
COSTS NOTEBOOK				
Stillwater Division Original Cost as of 12-31-1908				
Track and Roadway:				
	Stillwater		300,981	
	Mahtomedi		16,770	
	White Bear		63,588	
	South Stillwater		32,139	
				413,478
Electrical Equipment				231,072
				644,550
Cars				81,200
				725,750

CONTENTS OF
BACK POCKET

Most of my time working out of Duluth Station was on the extra board with an occasional run to Mahtomedi. I did, however, fall heir to a regular relief run that made one trip to Mahtomedi on Thursdays and Fridays. I was the second section of the three car train departing 7th and Wabasha.at 5:10 PM. The first and second sections displayed green signals. The first section went only to Henry street North St. Paul, backed into the wye and left for St. Paul after the second and third sections arrived and departed. I continued on to Mahtomedi, while my now second section went only to Willernie, backed into the wye and waited to follow me back to Duluth Sta. as a pull in. I continued on to the Ford Plant as a Randolph-Hazel Park. I really loved working Mahtomedi because it was next best thing to the old Stillwater line, single track and you were out in the country and could really go. It broke my heart when the line was abandoned. That was the turning point in my life, for I could foresee what was about to happen and decided to get out before all the streetcars were gone and I would wind up driving buses. About the Mahtomedi line sidings, ~~Colby~~, Henry St. and Wildwood remained to the end. Colby had the trolley frogs removed which required changing the trolley pole over to the siding wire if necessary to use the siding. Work trains on the line were moved by train orders only. Each regular run on the line had a timetable card which showed schedule, position, if operating as part of a multi-car train, and all single track meets. All meets were positive, unless superceded by written train orders. Weekday and Saturday meets were made at Ivy and Henry St. On Sundays and Holidays, there was hourly service to Mahtomedi which required only one car on the single iron. The Eastbounds and Westbounds were scheduled to meet at the end of double track at Ivy. If the Westbound was late, the

Eastbound Mahtomedi had to wait until the Westbound Randolph arrived. Normally, the Randolph was on time, so there was no delay.

KIRT BLEWETT

Hazel Park-Mahtomedi Line

10-31-1944: two cars collided head-on about "two blocks" west of Wildwood shortly after 5 p.m. A fully loaded northbound Hazel Park-Mahtomedi car, descending Wildwood Hill, found a southbound Randolph-Hazel Park car heading toward it. The motorman of the southbound car was able to almost stop his car and leaped to safety. The northbound car was more difficult to stop and rammed into the southbound car. The cars were badly damaged and the cars telescoped. Nine persons were hospitalized, including the motorman of the northbound car, Evan Simmons. (Who died in the hospital of internal bleeding on 11-11-1944.) The two cars were towed to Wildwood Siding (or Wildwood wye) to avoid further interruption of traffic.

7-8-1946: an open switch on the Henry St. wye caused a Mahtomedi bound car to collide with a North St.Paul car laying over on the wye, Monday evening. Four persons were hurt. The front end of one car and the rear end of the car on the wye track were damaged. (Apparently Hazel Park-No. St.Paul cars headed in on the wye and backed out.)

Mahtomedi cars were dispatched by telephone from offices at the Duluth Avenue car station on East 7th Street. Motormen were directed to call in from phone booths at various passing sidings for clearance to proceed. In February, 1945, Cars 1812 and 1241 collided head-on near North St Paul due to a dispatching error. One motorman died.

Block signals controlled the gauntlet track on the bridge over the Chicago & North Western mainline near the Harvester plant. Visibility was poor in this section, since the line climbed steeply onto the bridge from both directions. On an afternoon in August, 1938, cars 1610 and 1629 heading in opposite directions hit the signal circuits at precisely the same time, giving both of them green lights. They collided on the gauntlet track in the middle of the bridge. Everyone escaped, but both cars burned to the floor boards and were scrapped.